



# THE ILLUSTRATED LONDON NEWS.

IN COLOUR: TYPES OF BRITISH AIRCRAFT—CIVIL AND MILITARY.

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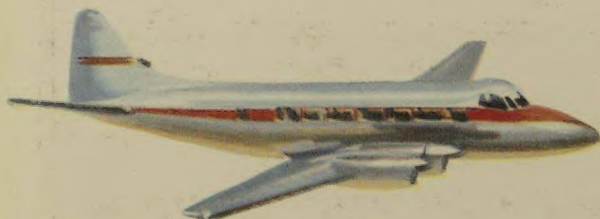
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*Right (foreground) The new 'Wessex'*



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for aircrew are high. You must be between 17½ and 26. You must hold General Certificate of Education or Scottish Leaving Certificate or their equivalent. You must have aptitude as well as enthusiasm for flying, and the personality to lead others. If you match up, write now for the schemes of entry to the Air Ministry (ILN.307), Admiralty House, London, W.C.1. State date of birth and educational qualifications.





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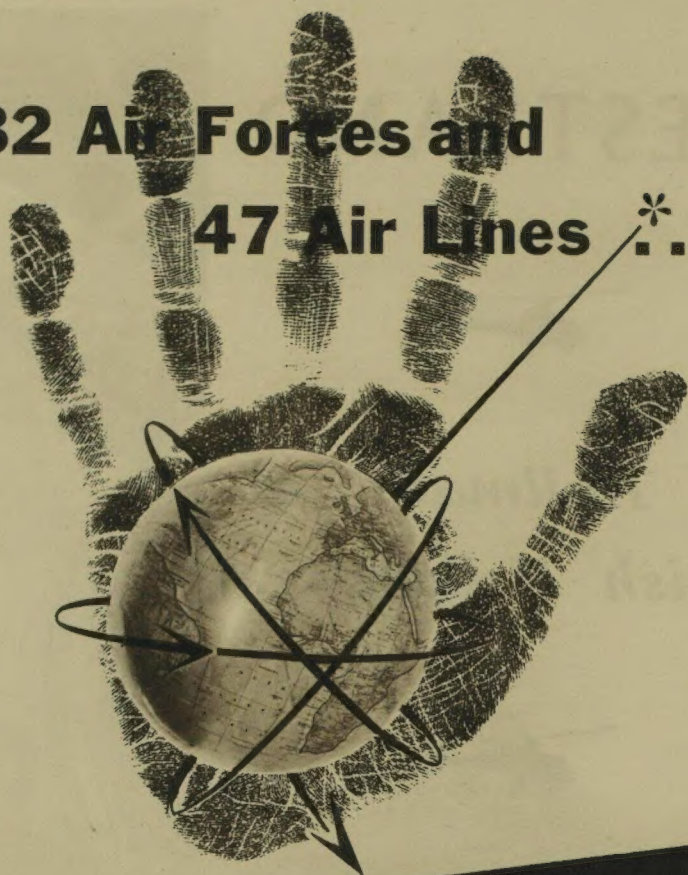


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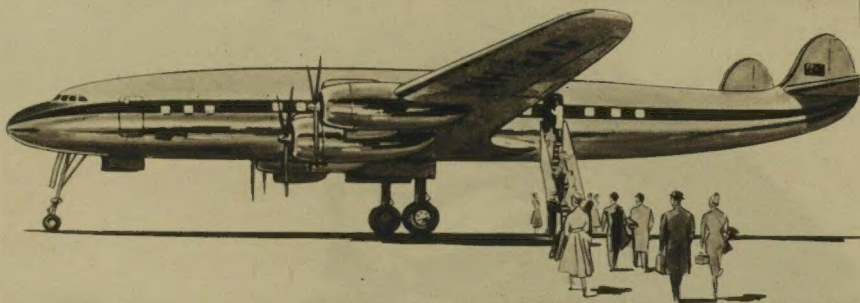
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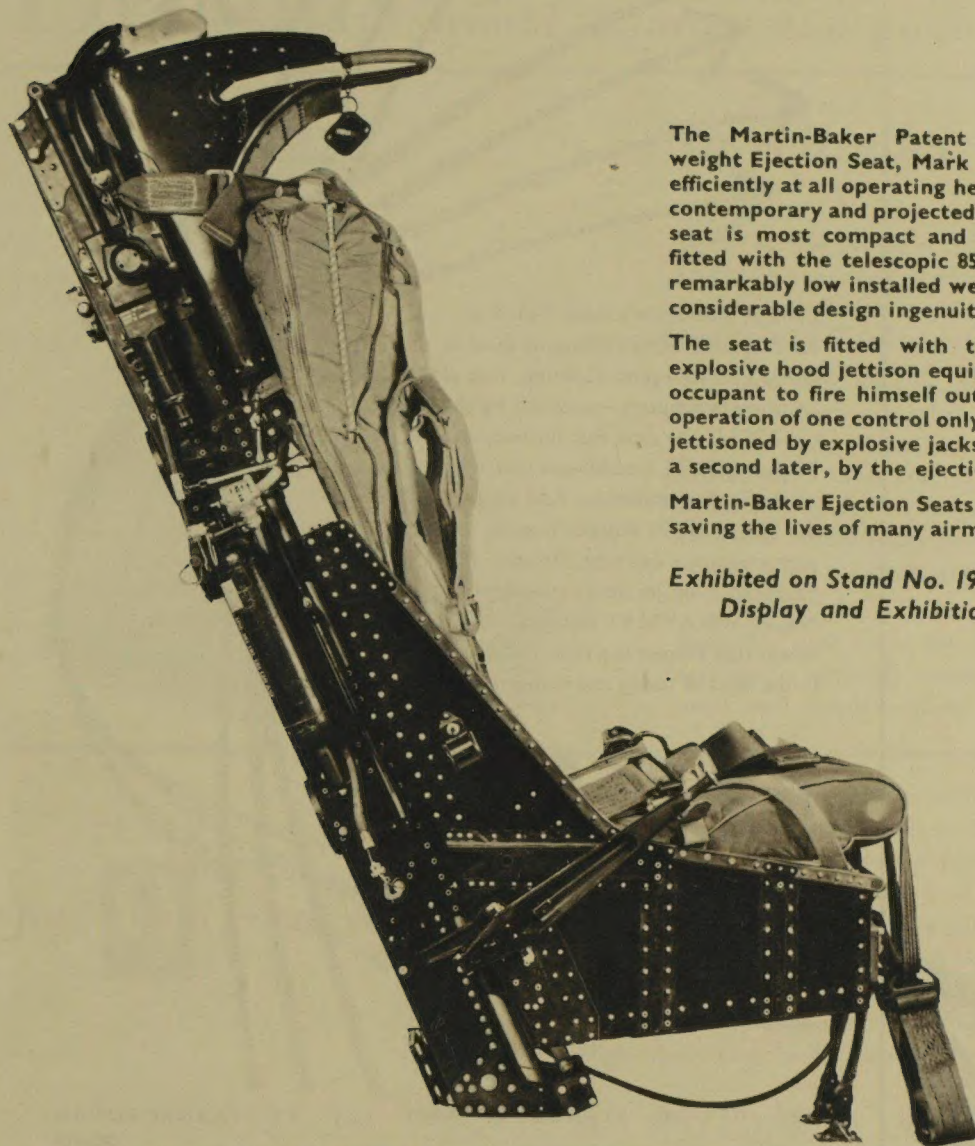
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## The ejection seat used by air forces of twenty-six nations

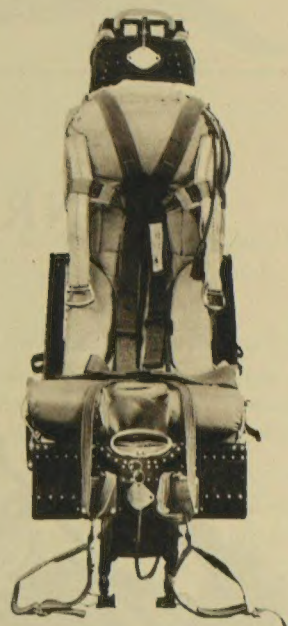


The Martin-Baker Patent Fully Automatic Light-weight Ejection Seat, Mark 4, is designed to function efficiently at all operating heights and speeds of which contemporary and projected aircraft are capable. This seat is most compact and weighs only 80 lb. when fitted with the telescopic 85-ft.-per-second gun. The remarkably low installed weight has been achieved by considerable design ingenuity.

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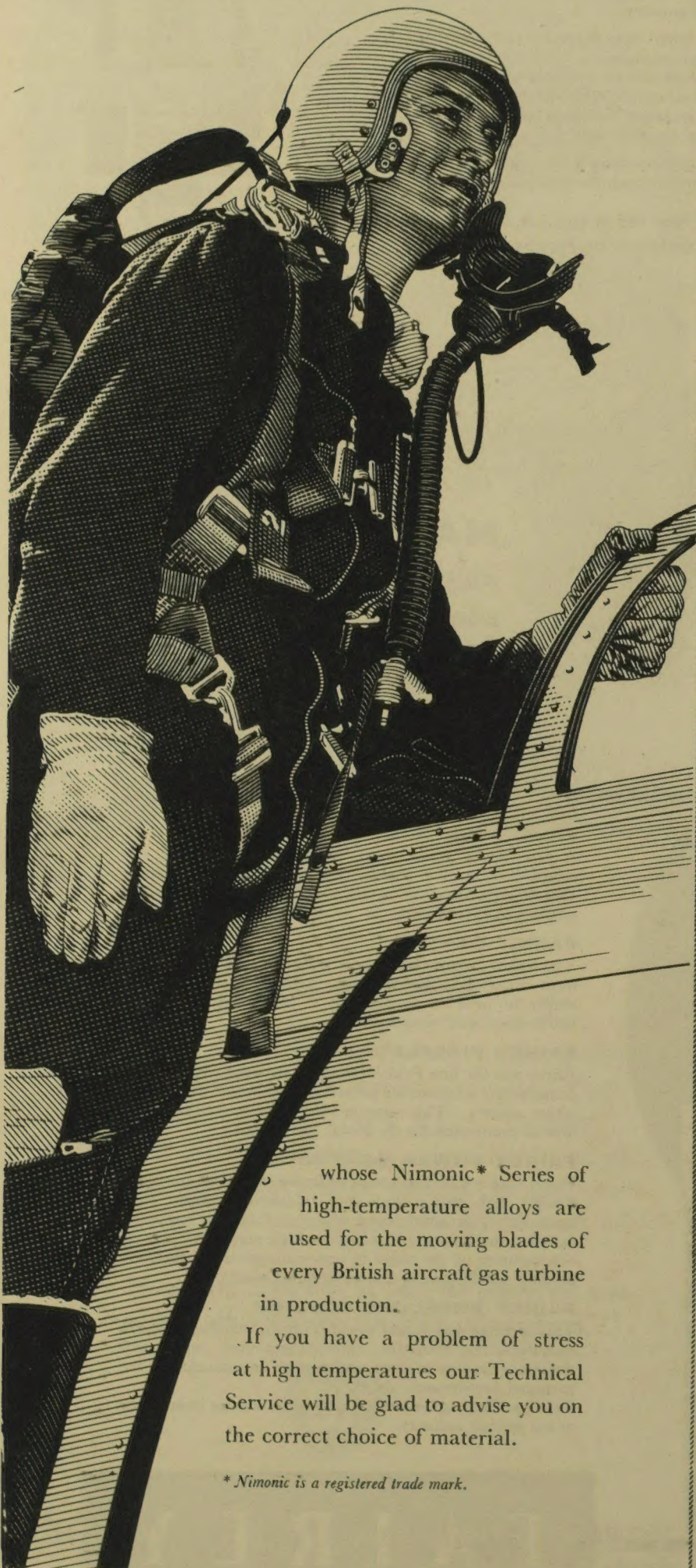
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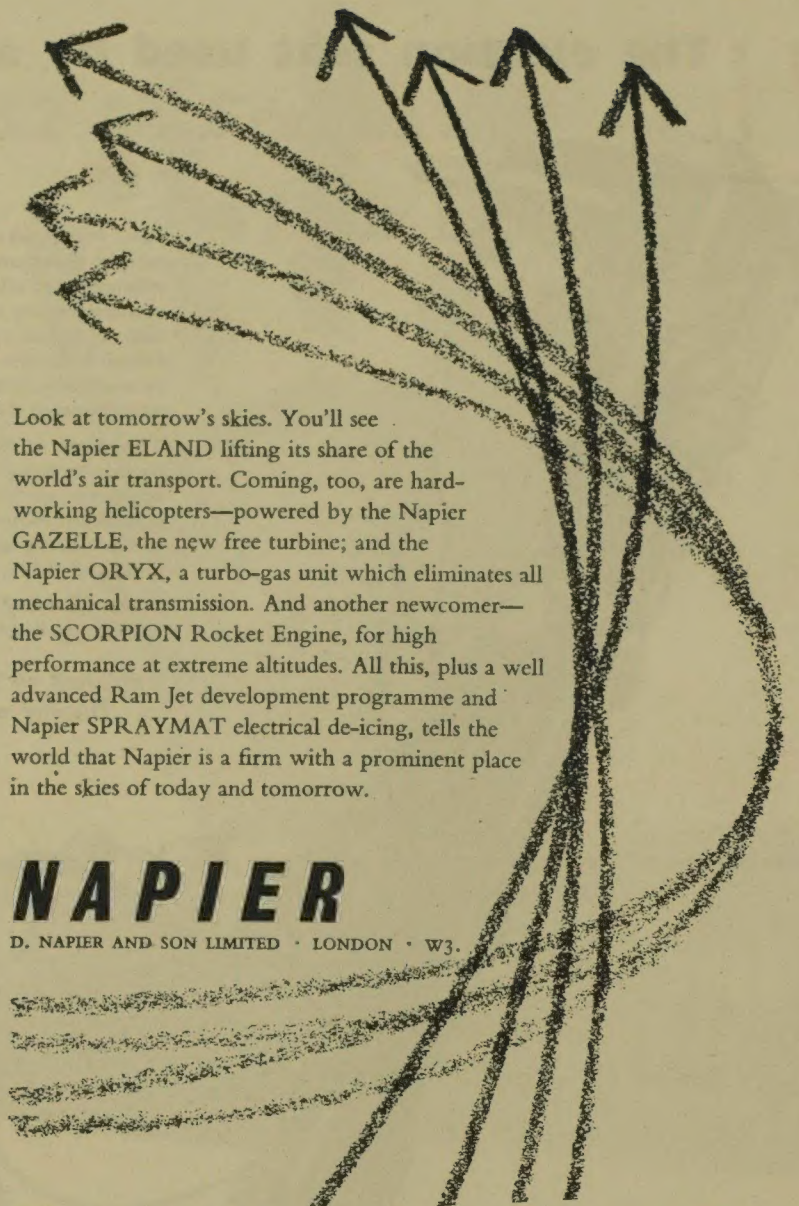
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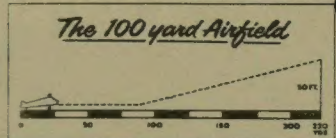
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# Heralds would improve the picture



## in Quebec



Much of the world's asbestos is mined in Quebec where even overlying lake waters and the geological debris of ages cannot prevent rich deposits from being explored and worked.

The men who do this job—and often their families as well—may live in townships away from the main routes of communication. The same is even more true of the miners farther north beyond the St. Lawrence and up by the Labrador border where newly discovered fields of iron and titanium are encouraging rapid development.

Both for their everyday wants and for the carriage of urgently needed industrial equipment and supplies, these people look to air

transport. As far as man can make it so, they expect Quebec City and Montreal to be on their doorsteps.

Their province is far bigger than any European country. Communities must often grow up and wait long even for satisfactory surface transport. There are, however, small airfields.

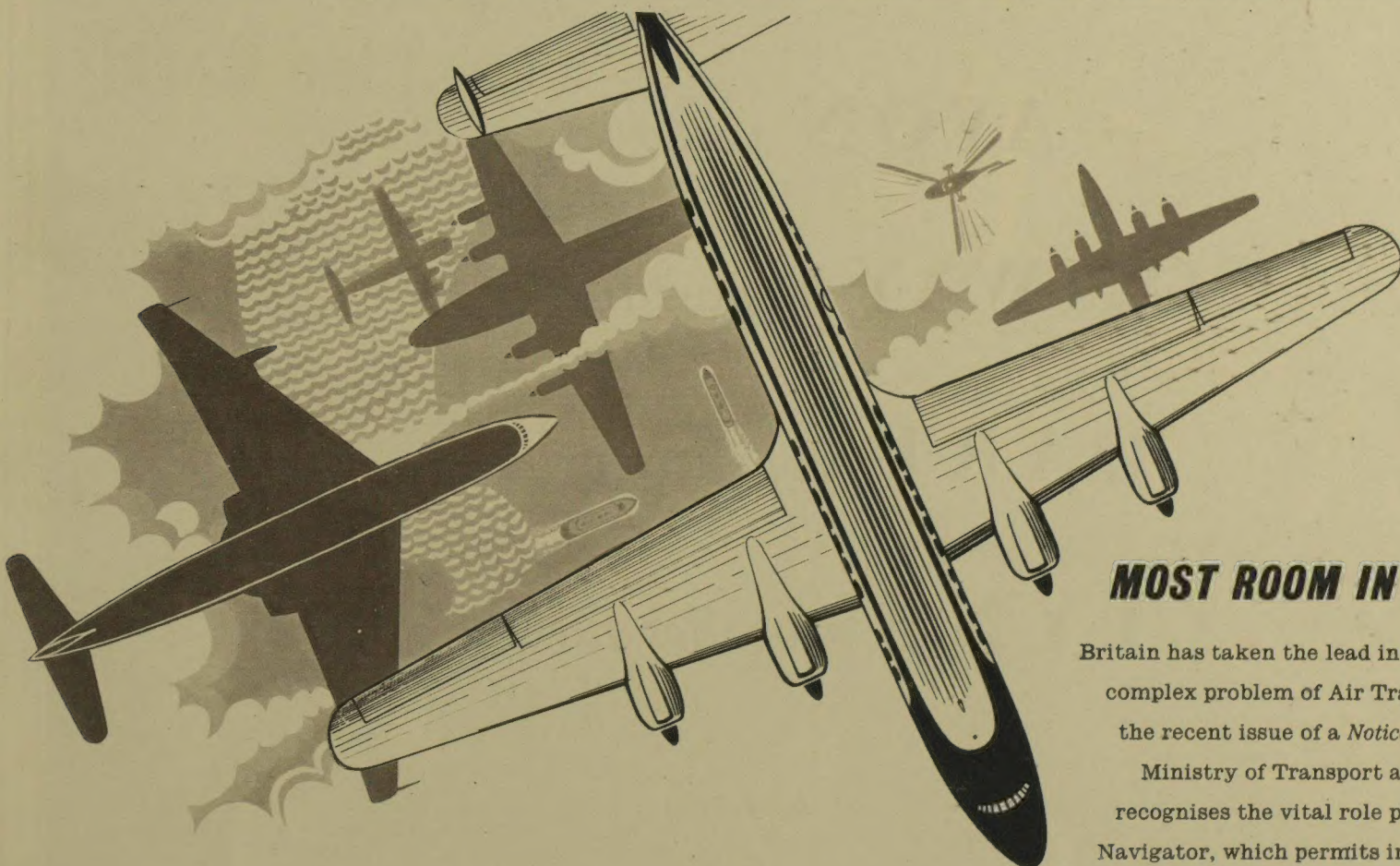
Heralds, with their payloads of nearly five tons and comfortable passenger cabins, could serve here more efficiently than any other aircraft.

For similar reasons this new maid-of-all-work, an airliner and freighter combined, would prove especially useful in many parts of Ontario, Manitoba and Saskatchewan and in the far north-west.

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- Safety: four-engined assurance with full load.
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## MOST ROOM IN THE SKY

Britain has taken the lead in solving the complex problem of Air Traffic Control. By the recent issue of a *Notice to Airmen*, the Ministry of Transport and Civil Aviation recognises the vital role played by the Decca Navigator, which permits increasing numbers of aircraft to fly in safety and with minimum delay through the congested airspace over London.

**THE DECCA NAVIGATOR,** long a byword for accurate navigation, receives yet further endorsement of its ability to serve aviation and the flying public throughout the world.





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SATURDAY, SEPTEMBER 1, 1956.



UNMASKED WITH "IRREFUTABLE PROOF" AS THE LEADER OF THE TERRORIST CAMPAIGN IN CYPRUS AND "THE PERSONAL DIRECTOR OF THE WHOLE TRAGIC BUSINESS": ARCHBISHOP MAKARIOS.

In London, on August 26, Mr. Lennox-Boyd, the Colonial Secretary, held a Press conference and revealed that documents captured in Cyprus recently contain "irrefutable proof" that Archbishop Makarios was the leader of the terrorist campaign. The documents concerned (of which a complete version was being prepared for publication in about a fortnight's time) give extracts from a personal diary kept by Colonel Grivas, or Dighenis, the leader of Eoka. This diary covers in great detail the events of several months in 1955 and establishes beyond all doubt that: (a) Archbishop Makarios personally took a leading part in the foundation and initial operational

planning of Eoka; (b) that his personal approval was sought for the selection of the date for beginning operations; (c) that he personally provided money for the smuggling of arms into Cyprus for the murder of fellow countrymen and members of the security forces. Dighenis records in one entry that after discussing plans with Makarios for the murder of the C.-in-C., Middle East Forces, the Archbishop dismissed him with blessings. Mr. Lennox-Boyd summarised the discovery in these words: "It shows him to be the personal director of the whole tragic business and in no sense a moderate, and involved even in the personal choice of individual victims for murder."





By ARTHUR BRYANT.

"MOST people think it will blow over," a young soldier wrote to his parents during one of the periodic crises which have threatened the peace of the world since the last German war. "I hope they're right, as the gun on my tank doesn't work." This is the authentic voice of the British Army at the outset of all its wars; it doesn't want to fight; it knows it lacks many of the right arms with which to fight, but its sense of humour will carry it through to the end, and it is aware that however unpleasant things may be on the way—and it is aware that they may be very unpleasant—it will arrive at its ultimate destination, and that of Britain, victorious. The supreme example of that unpromising but bravely encountered start was 1939, when a British Expeditionary Force was sent to the Continent with practically none of the equipment and very little of the training required for modern mechanical war. It would perhaps be untrue to say that it was worse armed and equipped than any British Army ever sent abroad, for it

is hard to see how anything could have been worse armed and equipped than the force we sent to the Crimea in 1854 or to Flanders—the one that swore so terribly and with such good reason—in 1793. But it was quite as badly armed. When its only armoured division reached the Continent—eight months after the outbreak of hostilities—its command staff had to go into action in "mocked-up" armoured command vehicles made of three-ply wood.

At the end of May and in the first days of June 1940 that Army came back to us. We often talk of the "miracle" of Dunkirk, thinking of it in terms—and rightly—of the "little boats" and the Royal Navy. Yet there was an even greater miracle: that that ill-equipped, all but encircled army ever fought its way back to the coast. The story of its heroism and achievement has yet to be fully told, for no one but a Napier or a Fortescue could do it proper justice. It was not perhaps, as British armies go, a good or particularly well-trained army, and it was certainly not a well-equipped army, and no wonder, for we only started to arm our troops for Continental warfare in 1939. But it certainly proved itself a wonderful fighting army when its back was to the wall. The story of Franklyn's men at Arras, of the stand of the Oxfordshire and Buckinghamshire Light Infantry at Hazebrouck, of Alan Brooke's wonderful feat with Montgomery's aid in plugging the fatal gap between Menin and the sea when the Belgians broke, are among the very greatest historic achievements of British arms.

Yet when that Army came back to us—dazed with long lack of sleep, grimed and tattered, full of memories of horror and disaster—its officers and men imagined that, because they had been asked to achieve the impossible and had failed, through no fault of their own, to achieve it, it had somehow failed the country. An officer in the A.T.S. who later served on the staff of Combined Operations, and who at the time was on duty at Addison Road Station, where about half the evacuated Army stopped for refreshment and medical attention on its way through London, recently sent me a description of the scene there that I have found so moving that I propose to devote the rest of my space to-day to quoting from it.

They one and all believed they were a beaten army returning in disgrace. They could not believe their eyes or ears at the tremendous welcome they got from the army and the people in England. As the trains snaked through the cutting into the station, we saw heads craning out from the windows, as they saw the lines of waiting Guardsmen and R.A.S.C. troops with trolleys of steaming drinks and trays of meat pies, fruit, chocolates and cigarettes, they raised a ragged cheer which swelled into a roar as it responded to the smiles and waves of those waiting on the platform to care for them. As I went rapidly through the train searching for those that needed medical attention, I was greeted with questioning eyes and a shy mutter, "Aren't you all ashamed of us, Miss?" from those who were too seriously wounded to get to the windows and see for themselves the warmth of their reception.

The thing I shall never forget was the tremendous personal resilience of each man—the army may have been defeated, but the spirit of the army was in no way beaten. In each train there was a collection of wags, whose ribald remarks about enemy and admittedly ally alike caught the spark of defiance that smouldered in each man. One incident was typical. As the train came steaming in I saw a Tommy

leaning out of the window. On a shock of carrot hair was perched at a precarious angle a French officer's heavily braided kepi, his freckled face dirty and unshaven had an infectious grin, and he held aloft a white rabbit. Men up and down the train leant out of their windows shouting, "Let's have him here, Ginger." A sergeant told me that the Tommy had rescued the rabbit on the outskirts of Dunkirk. He had carried it to the beaches and while they were bombed would protect it with his body. To the men up and down the beaches the fate of that rabbit became far more important than their own and, as they picked themselves up, would turn and shout, "Is he all right, Ginger?" and the white rabbit would be held up on high for all to see and the word passed that he was safe. When they waded out to sea Ginger was again seen holding the rabbit together with his rifle and equipment high in the air; onto a boat he clambered, but, as it made its way to a merchantman, it was bombed and all aboard flung into the water. Suddenly

in the mass of struggling humanity an arm was seen to shoot in the air holding triumphantly by its ears—a white rabbit—and a cheer went up from the water. Ginger and his rabbit were picked up by a destroyer as were most of the other men from that boat. The men forgot their miseries and exhaustion in tending the rabbit; reports of his condition were passed all round the ship and then, on the journey from Dover, up and down the train. The men's attitude was perhaps typical of their spirit; bombed by the Germans, abandoned by his French master, the rabbit was alive to fight another day. When I saw him and was formally introduced, his coat had been combed and dried, he'd been fed and watered from their last remaining rations, and seemed happy and content with his new-found owners—hopping through the train when given a chance as though a seasoned traveller. He was not the only case, on each train we found a strange collection of animals—puppies, geese, hens, and even a kid came out with the B.E.F.\*

To anyone who knows what that Army had been through, from what an impossible situation it had fought its way out, and how, by doing so, it had made the future course of the war and its later victories possible, the artless story of "Ginger" and his white rabbit is worth volumes of pedantic history. It symbolises the individual spirit of the British soldier which has lit the dark places of so many a disaster and illumined the road through the shadows to victory.

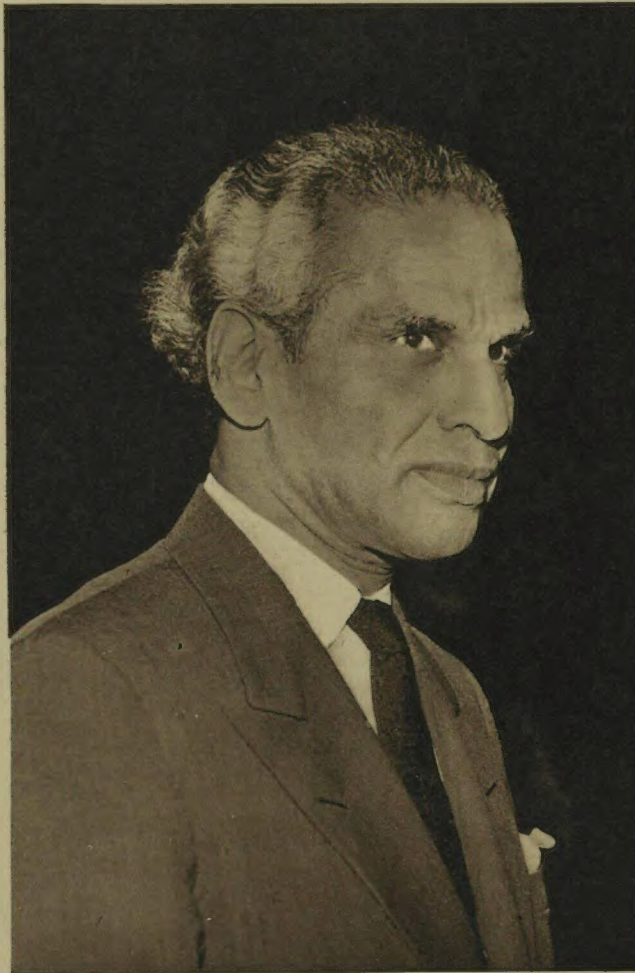
\* Communicated by Mrs. M. C. Long.

#### THE TWO DELEGATES WHO DESTROYED UNANIMITY AT THE SUEZ CONFERENCE.



LEADER OF THE RUSSIAN DELEGATION TO THE LONDON CONFERENCE ON SUEZ: MR. DMITRI SHEPILOV, THE SOVIET FOREIGN MINISTER.

The London Conference on the Suez crisis, which had opened on August 16, closed on August 23, when eighteen of the twenty-two participating delegations had supported Mr. Dulles' proposals for international control of the Canal. This large majority have set up a committee, on which Australia, the United States, Persia, Ethiopia and Sweden will be represented, with Mr. Menzies as chairman, to approach the Egyptian Government and discuss the conference's conclusions. The chief opposition to this scheme had come from the Russian and Indian delegates, supported by those of Ceylon and Indonesia. It was Mr. Menon who tabled the counter-proposals, leaving the Canal under Egyptian control with only certain advisory powers for the user nations. It was this plan and its active support by Mr. Shepilov which prolonged the conference and destroyed its chances of unanimity.



MR. KRISHNA MENON, THE LEADER OF THE INDIAN DELEGATION, WHO TABLED THE COUNTER-PROPOSALS TO MR. DULLES' PLAN.



# THE END OF THE SUEZ CONFERENCE; AND THE FIVE-NATION COMMITTEE.



LEADER OF THE U.S. DELEGATION ON THE COMMITTEE: MR. LOY HENDERSON, WHO HAS REPLACED MR. DULLES.



MEMBERS OF THE FIVE-NATION SUEZ COMMITTEE: (L. TO R.) MR. DULLES (U.S.), MR. MENZIES (AUSTRALIA), WHO IS CHAIRMAN, MR. HAGGLOF (SWEDEN), MR. HABTEWOLD (ETHIOPIA) AND MR. ARDALAN (PERSIA).



AFTER THE FINAL MEETING OF THE SUEZ CONFERENCE: MR. SELWYN LLOYD LEAVING LANCASTER HOUSE.



HOLDING A PRESS CONFERENCE IN LONDON: SENOR ARTAJO, THE LEADER OF THE SPANISH DELEGATION AT THE CONFERENCE, WHO FINALLY ANNOUNCED HIS COUNTRY'S SUPPORT FOR THE MAJORITY PROPOSALS.



M. PINEAU, THE FRENCH FOREIGN MINISTER, WHO PLAYED A LEADING PART IN THE CONFERENCE AND ITS PREPARATION.



LEAVING NO. 10 DOWNING STREET AFTER A DINNER PARTY ON AUGUST 20: SIGNOR G. MARTINO, LEADER OF THE ITALIAN DELEGATION.



AMONG THE PRIME MINISTER'S DINNER GUESTS ON AUGUST 20: DR. PAULO CUNHA, LEADER OF THE PORTUGUESE DELEGATION, AND HIS WIFE ARRIVING AT NO. 10.

The last meeting of the London Conference on Suez was held at Lancaster House on August 23. Since the opening of the conference, on August 16, it had become apparent that the large majority of the twenty-two delegations would approve of the Western proposals for international control of the Canal, which had been tabled by the U.S. delegate, Mr. Dulles. Finally eighteen nations stated their support for these proposals, while the remaining four, India, Russia, Ceylon and Indonesia, supported counter-proposals which had been tabled by Mr. Menon, the leader of the Indian delegation.

The majority have set up a five-nation committee with the Australian Prime Minister, Mr. Menzies, as Chairman, and Mr. Habtewold (Ethiopia), Dr. Ardalan (Persia), Mr. Hägglöf (Sweden) and Mr. Loy Henderson (United States) as the other national representatives. This committee, which is to present the conference's decisions to the Egyptian Government, held its first meeting in London on August 24. It is understood that an invitation to meet the committee was sent to Colonel Nasser, but at the time of writing his reply had not yet been published.



## THE LYING-IN-STATE OF CARDINAL GRIFFIN; AND OTHER EVENTS.



(Above.)  
FIGHTING A SERIOUS FIRE IN PETERBOROUGH: FIREMEN TRAINING THEIR HOSES ON THE FURNITURE STORE IN COWGATE WHERE THE BLAZE STARTED.

A fire which began in the furniture store of Robert Sayle Ltd., in Cowgate, Peterborough, on August 22 spread to other buildings and damaged twelve shops, three seriously. Twelve fire engines and more than seventy firemen fought the fire, which affected power cables and plunged about a sixth of the city into darkness.



A FOREST FIRE WHICH THREATENED THE FRENCH PERFUME TOWN OF GRASSE: SMOKE BILLOWING FROM THE WOODED HILLS NEAR THE TOWN.

On August 24 three policemen were burned to death while helping to fight the big forest fire which raged near Grasse, the town inland from Cannes, in Southern France, that is famous for its flowers and perfumery. At one time there was a danger that Grasse might be burnt to the ground, but by August 26 the fires had been almost extinguished; this was partly due to the heroic efforts of firemen, police, troops and civilian volunteers and also to a change in the weather and wind direction.

(Right.)  
IN WESTMINSTER CATHEDRAL HALL: THE BODY OF CARDINAL GRIFFIN LYING IN STATE GUARDED BY KNIGHTS OF THE HOLY SEPULCHRE IN THEIR WHITE CLOAKS.

The body of Cardinal Griffin, which was brought to London from Cornwall, where he died on August 20, lay in state in Westminster Cathedral Hall on August 26 and until the evening of August 27, when the coffin was taken to the Cathedral, where it rested in front of the sanctuary until the funeral on August 28. During the lying-in-state in Westminster Cathedral Hall a continuous vigil was maintained in hourly shifts by the guard of honour formed by Knights of Malta, Knights of the Holy Sepulchre, members of the Catenian Association, the Knights of St. Columba, and of the Metropolitan and City Catholic Police Guild. On the first day some 35,000 people filed past the coffin, which was covered with a gold-embroidered velvet pall on which the Cardinal's tasselled red hat and his biretta had been placed.



PRESIDENT RHEE'S INAUGURATION FOR A THIRD TERM AS PRESIDENT OF KOREA: PART OF THE HUGE CROWD WHICH GATHERED DURING THE CEREMONY IN SEOUL.

This photograph shows part of the huge crowd of Koreans which gathered outside the bombed capitol building in Seoul on August 15 when President Rhee was inaugurated for a third term as President of Korea. The Vice-President, Chang Myun, who was also inaugurated, circulated a statement bitterly denouncing Dr. Rhee's eight-year record.



TALKING TO NEWLY-RECRUITED SUEZ PILOTS: MAJOR-GENERAL AMER, THE EGYPTIAN MINISTER OF WAR.

Egypt has announced that she intends to recruit 300 new pilots to run the Suez Canal and free Egypt from dependence on British and French pilots. It was reported on August 22 that an under-secretary at the Ministry of Finance had said that twenty-seven Egyptian and three Greek pilots had been engaged since nationalisation. No indication was offered as to how the 300 pilots would be trained if recruited.



# THE REPUBLICANS' UNANIMOUS CHOICE: PRESIDENT EISENHOWER AND MR. NIXON.



AT THE COW PALACE: THE OPENING OF THE REPUBLICAN PARTY'S CONVENTION TO ELECT PRESIDENTIAL AND VICE-PRESIDENTIAL CANDIDATES.



BALLOONS FALL AND THE DELEGATES CHEER AS PRESIDENT EISENHOWER AND VICE-PRESIDENT NIXON ROSE TO ADDRESS THE CLOSING STAGES.



LISTENING TO PRESIDENT EISENHOWER: (LEFT TO RIGHT) REP. MARTIN, THE CHAIRMAN, MRS. EISENHOWER, MR. NIXON AND MRS. NIXON. BEHIND, MAJOR AND MRS. JOHN EISENHOWER.



PRESIDENT EISENHOWER MAKING A DOUBLE "V-FOR-VICTORY" SIGN AS HE APPEARED ON THE ROSTRUM WITH THE VICE-PRESIDENT, MR. R. NIXON. BOTH WERE CHOSEN UNANIMOUSLY TO RUN AGAIN.



MR. STASSEN (LEFT) TALKING WITH PRESIDENT EISENHOWER DURING THE CONVENTION, AT WHICH MR. STASSEN ABANDONED HIS EARLIER CAMPAIGN AGAINST MR. NIXON.



CHOSEN BY THE REPUBLICAN PARTY TO RUN AGAIN—WITHOUT A DISSENTING VOICE: PRESIDENT EISENHOWER WITH MRS. EISENHOWER, AS THEY LEFT FOR SAN FRANCISCO.



AT ONE TIME MR. STASSEN'S CHOICE AS VICE-PRESIDENTIAL CANDIDATE: GOVERNOR HERTER PROPOSING THE NOMINATION OF MR. NIXON AS VICE-PRESIDENTIAL CANDIDATE.

The United States Republican Party Convention to nominate candidates for the Presidential and Vice-Presidential elections opened at the Cow Palace in San Francisco on August 20 and concluded on August 23 with the unanimous choice of Mr. Eisenhower and Mr. Nixon to run again for the offices of respectively President and Vice-President. Before the opening of the Convention it appeared that there might be a break in this unanimity since Mr. Stassen had been campaigning against Mr. Nixon and for Governor Herter, of Massachusetts, as Vice-Presidential candidate. In the event this campaign broke down completely and it was Governor Herter who proposed

and Mr. Stassen who seconded Mr. Nixon as candidate. Mr. Carpenter, a delegate from Nebraska, attempted to propose the Secretary of the Interior, Mr. Seaton, as Vice-Presidential candidate; Mr. Seaton declined the honour; and Mr. Carpenter, in desperation, put forward a "Joe Smith," who was thought to be imaginary. Not surprisingly, therefore, the final voting was: Mr. Eisenhower and Mr. Nixon, 1323 votes; Mr. Joe Smith, 0. After the Convention President Eisenhower spent a few days holidaying on the Californian coast. It is expected that Mr. Nixon will undertake most of the hard work of the election campaign.



# PERSONALITIES AND EVENTS OF THE WEEK: SOME PEOPLE AND OCCASIONS IN THE PUBLIC EYE.



## A SCIENTIFIC APPOINTMENT: VICE-ADMIRAL SIR A. DAY.

On August 20 it was announced that Vice-Admiral Sir Archibald Day had been appointed co-ordinator of operations for the International Geophysical Year 1957-58. Sir Archibald was hydrographer for the Royal Navy from 1950 to 1955. He was released from carrying out a hydrographic survey of Lake Nyasa to take up this new appointment.



## A NEW APPOINTMENT: AIR VICE-MARSHAL R. G. HART.

On August 21 it was announced by the Air Ministry that Air Vice-Marshal R. G. Hart had been appointed Controller of Engineering and Equipment at the Air Ministry, with the acting rank of Air Marshal, from early October. He succeeds Air Marshal Sir Owen Jones, who is retiring. Air Vice-Marshal Hart is at present Air Officer Commanding No. 41 Group.



## NEW MINISTER AT U.S. EMBASSY IN PARIS: MR. CHARLES C. YOST.

On August 18 Mr. Charles Carter Yost arrived in Paris to take up his new appointment, under the American Ambassador to France, as Minister at the United States Embassy. Mr. Yost was formerly U.S. Ambassador in Laos, and at Paris he succeeds Mr. Theodor Achilles. Before his appointment at Laos, Mr. Yost held senior diplomatic offices in Austria.



## APPOINTED G.O.C., CYPRUS DISTRICT: BRIGADIER D. A. KENDREW.

It was announced by the War Office on August 21 that Brigadier D. A. Kendrew had been appointed General Officer Commanding, Cyprus District, from October, with temporary rank of Major-General. He is at present on the Headquarters staff of Northern Command; commanded the 29th Infantry Brigade in Korea and is a former England Rugby captain.



## NOT TO SEE QUEEN JULIANA AGAIN: MISS GREET HOFMANS.

It was announced on August 24 that Queen Juliana of the Netherlands had severed her relations with the faith-healer Miss Greet Hofmans, who had tried to improve the limited eyesight of Princess Marijke, and that the Queen and Prince Bernhard of the Netherlands have found a solution to their difficulties. In a joint communique they thanked their three advisers before leaving, by air, for Corfu.



## AN OXFORD UNIVERSITY APPOINTMENT: MR. B. ASHMOLE.

On August 22 it was announced that Mr. Bernard Ashmole, M.C., F.B.A., Keeper of the Department of Greek and Roman Antiquities in the British Museum, had left the service of the Museum Trustees on July 31 to take up his appointment as Lincoln Professor of Classical Archaeology in the University of Oxford. He had been Keeper of the Department since 1939 and is succeeded by Mr. D. L. Haynes.



## BRITISH MUSEUM APPOINTMENT: MR. LANKESTER HAYNES.

It was announced on August 22 that the principal Trustees of the British Museum had appointed Mr. Denys E. Lankester Haynes as Keeper of the Department of Greek and Roman Antiquities in succession to Mr. Bernard Ashmole, who has taken up an Oxford appointment. Mr. Haynes is forty-three, joined the staff of the British Museum Trustees in 1939 and is an authority on classical bronzes.



## A FAMOUS SCIENTIFIC INQUIRER: THE LATE DR. ALFRED KINSEY.

Dr. Alfred Kinsey, the American biologist who wrote the two well-known books on human sexual behaviour, died on August 25 in hospital in Indiana at the age of sixty-two. He became Professor of Zoology at the University of Indiana in 1929, being one of the greatest authorities on the gall wasp. In 1938 his researches were begun which led to the publication, in 1948 and 1953, of his two books.



## VICAR-CAPITULAR OF WESTMINSTER: THE RT. REV. G. L. CRAVEN.

On August 23 the Metropolitan Cathedral Chapter of Westminster met and appointed the Right Rev. George L. Craven, Bishop Auxiliary of Westminster, to be Vicar-Capitular of the archdiocese until a successor is appointed to Cardinal Griffin by the Holy See. Bishop Craven was ordained in 1912 and served with distinction as a chaplain to the Forces in the First World War.



**Q.M.G. TO THE FORCES: THE LATE LT.-GEN. SIR M. CHILTON.** Lieut.-General Sir Maurice Chilton, K.B.E., C.B., who became Quartermaster-General to the Forces as recently as last August, died in hospital in London on August 21 at the age of fifty-eight. He was educated at Rugby and the R.M.A. Woolwich. He served in the First World War, and took an active part in planning the Normandy invasion.



## AN IMPORTANT SPEECH ON SUEZ: MR. CHOWDHURY, PAKISTAN.

Mr. Chowdhury, Foreign Minister of Pakistan, was leader of the Pakistan delegation to the London conference on Suez and announced that Pakistan, Turkey, Persia and Ethiopia would support the amended U.S. plan. In our issue of Aug. 25 a picture of Mr. Ikramullah, High Commissioner for Pakistan, was unfortunately described as being of Mr. Chowdhury.



## DEATH OF THE BISHOP OF ST. DAVID'S: DR. W. T. HAVARD.

The Right Rev. W. T. Havard, M.C., T.D., D.D., Bishop of St. David's since 1950, died in his sleep on August 17 whilst on holiday in Cardigan. He was sixty-six. He had previously been Bishop of St. Asaph since 1934. Dr. Havard was a noted educational leader, was well known as a public speaker and was also a former Oxford rugger blue and a Welsh international.



# AT HOME AND ABROAD: SOME PEOPLE IN THE NEWS RECORDED BY THE ROVING CAMERA.



(Left.)  
HOME AFTER A 30,000-MILE JOURNEY: THE SIX MEMBERS OF THE OXFORD AND CAMBRIDGE FAR EASTERN EXPEDITION SEEN ON THEIR SAFE RETURN TO LONDON.

On August 21 the six members of the Oxford and Cambridge Far Eastern Expedition arrived back in London at the end of their journey in two *Land-Rovers* to Singapore and back. In just under a year they had travelled through 21 countries, entirely overland except for the crossings of the English Channel and the Bosphorus. The six men are (l. to r.) A. Barrington-Brown, N. Newbery, H. Nott, A. Cowell, P. Murphy and T. Slessor.



PREPARING FOR HER RECORD-BREAKING SWIM ACROSS THE STRAIT OF JUAN DE FUCA, NEAR VANCOUVER, ON AUGUST 23: THE 18-YEAR-OLD CANADIAN SWIMMER, MISS MARILYN BELL, WHO IN 1954 WAS THE FIRST PERSON TO SWIM ACROSS LAKE ONTARIO.



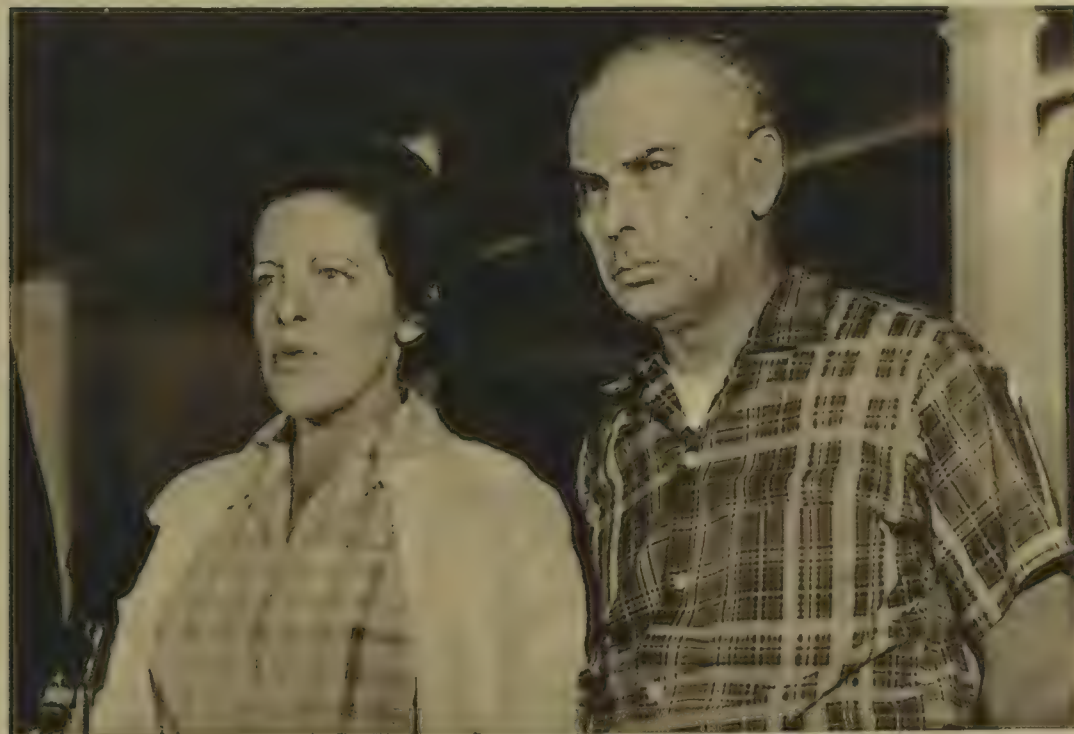
A GRAND TEST MATCH COME-BACK: DENIS COMPTON RETURNING TO THE PAVILION AFTER SCORING 94 IN THE FIRST INNINGS. D. C. S. Compton (Middlesex), who has had a knee-cap removed, fully justified his selection for the fifth Test match at the Oval by scoring 94 out of 247 in England's first innings on August 23. This was Compton's first appearance in the present Test series. He has also been selected as a member of the M.C.C. team to tour South Africa this winter.



KILLED WHEN THE JET AIRCRAFT HE WAS PILOTING COLLIDED WITH ANOTHER IN MID-AIR: MR. BRIAN SMITH. Two jet aircraft, a *Gloster Javelin* and a *Hunter* of the R.A.F., collided in mid-air near Nailsworth, Gloucestershire, on August 24. The pilot of the *Javelin*, Mr. Brian Smith, a test pilot of the *Gloster Aircraft Company*, was killed. The R.A.F. pilot and the *Javelin* navigator escaped by ejector seats and were taken to hospital. Mr. Smith became a *Gloster* test pilot in 1950.



WITH THE WINNER'S TROPHY: JOHN F. FERGUSON, WHO WON THE 30TH BOYS' GOLF CHAMPIONSHIP AT SUNNINGDALE. John F. Ferguson, of Bell Baxter High School, near Dundee, won the Boys' Golf Championship over the Old Course at Sunningdale on August 24. He defeated C. W. Cole, of Taunton's School, Southampton, by 2 and 1 in a 36-hole match. John Ferguson is the third successive Scottish boys' champion.



THE APPEAL THAT FAILED: MR. AND MRS. WEINBERGER, THE PARENTS OF THE KIDNAPPED INFANT, MAKING THEIR TELEVISION PLEA FOR HIS RETURN.

The body of the kidnapped month-old baby, Peter Weinberger, was found on August 24 in a wood some eight miles from the Long Island home of his parents from which he had been taken on July 4. On August 23 the Federal Bureau of Investigation arrested a taxi-cab driver named Angelo LaMarca, who is alleged to have confessed to the crime and to have described the spot where he had left the infant.



THE ALLEGED KIDNAPPER: A U.S. TAXI-DRIVER, ANGELO LAMARCA (HEAD DOWN), SEATED BESIDE A DETECTIVE.



## A NEGLECTED HERO OF BRITISH INDIA.

"COOTE BAHADUR. A LIFE OF LIEUT.-GENERAL SIR EYRE COOTE, K.B." By E. W. SHEPPARD.\*

An Appreciation by SIR JOHN SQUIRE.

MAJOR SHEPPARD, already well known as a general military historian, has chosen, as the subject of his new biography, one of the most neglected eminent men in British annals. There was, nearly forty years ago, one "life" of Coote, which is now out of print. But even Henty, who scoured the globe in his search for British battles and heroes, did not (so far as I remember) produce a stirring narrative called "With Coote in the Carnatic," and to most educated men those are names but vaguely remembered, if that.

I suppose that the chief reason for this oblivion is that Coote's active career was almost entirely spent in India, where, worn out, he died. To serve greatly in India, or, indeed, anywhere outside Europe (naval service excepted), has always been the surest way of being forgotten in this country. The late E. C. Bentley, in his "Biography for Beginners" (published, I may remark, by the firm which has published this present book), wrote:

All I know about Clive  
Is that he is no longer alive:  
There is a great deal to be said  
For being dead.

That was about all that most people in this country knew about Clive. The one British-Indian name from Coote's century which, in my schooldays, still resounded in schoolboys' ears, was that of Warren Hastings: and that only because he came home to face that interminable and unjustifiable trial. As for the nineteenth-century heroes of British India—there were some noble Viceroys dedicated to their job and some great and gallant soldiers—one may occasionally see engraved portraits of John Nicholson and the Lawrences in the rooms, or room (for the pensions dwindle in value) of officers retired from the Indian Army. Elsewhere one must seek them in vain. A hankering after the old co-operative days, when we were peacemakers, policemen, foresters, road-makers and nursemaids in that sub-continent of so many races and languages, including all strata of human history from Stone Age men to Mr. Nehru (Harrow and Cambridge), is disclosed in Major Sheppard's dedication. "This biography," it states, "is respectfully dedicated to the Officers, Non-commissioned Officers and Men of the Armies of India and Pakistan, whose ancestors 'Coote Bahadur' so often led to victory." As to how many of the N.C.O.s and men of those two armies have ever heard of Coote, or will ever catch a sight of Major Sheppard's touching dedication, I cannot conjecture: I have it on good Indian authority that when Gandhi was murdered millions of Indian peasants were unaware even of his name. But I have never yet met an officer who had commanded Indian troops, of whatever race or sect, who hadn't an affection for them, and as Coote felt this very strongly the dedication has its meaning.

Coote was by birth Anglo-Irish. His first experience of warfare came in 1745 when he was nineteen, and was extremely inauspicious. At the battle of Falkirk he was carrying the heavy Colours of the 27th and got swept away by the mass of fugitives. General Hawley, enraged by his defeat, took it out of his men. "A few men were hanged out of hand, and an artillery captain and four infantry officers were arrested and brought up for trial by court-martial on a charge of cowardice in face of the enemy. Three of these were from the 27th Foot, and Coote was one of them. The court passed the following sentence: 'The court are of opinion that he is not guilty of cowardice but that he is guilty of misbehaving in going to Edinburgh with the Colours before the regiment and therefore do adjudge him to be suspended during the pleasure of General Hawley'"—one of the few instances, I imagine, of a youth being punished for Saving the Colours. He crept back

somehow (though creeping is hardly a motion one should attribute to this bold and fearless man), was in 1748 a cornet of Dragoons who had probably served in Germany, transferred a year later to the 37th Foot, and in 1755 was promoted captain and again transferred "to the 39th Foot [now the Dorset Regiment] then serving in India, the first unit of the King's troops to do so. In November 1755, with two additional companies from the battalion, he sailed for the country where he was to make his name and fame."

He had scarcely landed at Madras before news of disaster came—Surajah Dowlah's attack on Calcutta with its ghastly sequel in the Black Hole—and he had to sail for Bengal with reinforcements for Clive. His first action was the attack on the fort at Budge Budge—to use our mulish spelling of that day. There were preliminary alarms and excursions, and then



SIR EYRE COOTE (1726-1783). FROM THE PORTRAIT ATTRIBUTED TO H. MORLAND IN THE NATIONAL PORTRAIT GALLERY.



IN 1756: A VIEW OF CALCUTTA IN THE YEAR OF THE SACK OF THE TOWN AND THE CAPTURE OF FORT WILLIAM BY SURAJAH DOWLAH. (From an old engraving.)

Illustrations reproduced from the book "Coote Bahadur"; by courtesy of the publisher, Werner Laurie.

"The assault was put off till the morrow. But in the small hours a drunken sailor, flourishing a pistol and uttering strange oaths, proceeded to storm the place by himself and with complete success, as the prudent garrison had decamped some time before. 'Thus,' as Coote wrote in his diary of the campaign, 'the place was taken without the least honour to anyone'—not even, it seems, to the pot-valiant tar, who had a stormy interview with the admiral and left vowing that 'he would never capture another fort for anyone as long as he lived.'" Coote's next skirmish was a more serious affair. At the end of a "very warm engagement" by land and sea the French settlement of Chandernagore hoisted the white flag. "Coote was entrusted with the negotiations for

capitulation and later with the command of the surrendered fort. Thus victoriously ended the first British campaign in Bengal." Coote was there.

After that he was always there. The next great episode was the Battle of Plassey. In my school-books—I don't know whether school-books now still take pride in British victories

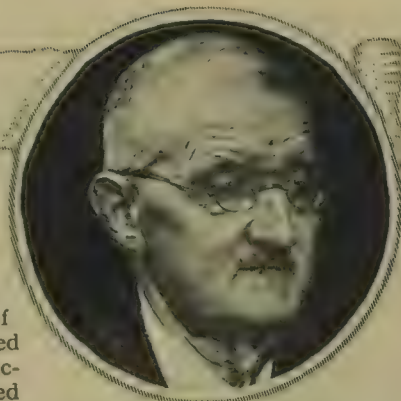
—that victory of a tiny British force of white soldiers and sepoys over the huge Bengali Army was given overwhelming importance, and the credit for it given all to Clive, who, for all his faults, was a formidable man and a remarkable soldier. The importance was certainly there: that victory and the conquests to which it led marked the beginning of our Empire in India, and the transition of the East India Company (most of whose Directors, in London, wished to remain traders and not territorial rulers) from the merchants they had always been to governors of vast lands. But in terms of clash and conflict, dead and wounded, Plassey was but a minor affray. And the credit for the momentous victory seems to be due to Coote, rather than to Clive. On the eve Clive, uncertain as to what to do, with a river in front of him and a seemingly overwhelming host, and long and poor communications with his base, summoned a council of officers. A majority were against crossing the river to attack. Coote, with lucid and potent reasons, was in favour of it. Clive voted with the majority: then thought about it, then came over to Captain Coote's point of view, and attacked, with the results we know, our killed and wounded being numbered merely in scores.

Clive, for a time, seems to have been jealous of Coote after that. Clive was an able, ambitious and acquisitive man, with dark recesses in his mind which ultimately, safe and rich in England, led him to suicide. Coote was a simple, honourable, yet extremely intelligent soldier who merely wanted to do his duty. It was he, later, who, more than any man, kicked the French out of India, with his victories at Wandiwash and Arcot, and his capture of Pondicherry. There were intervals. He came back, after his first campaign, to rest and see Pitt, who recognised his exceptional strength; and during a later interval he acquired an estate in Hampshire and a seat in Parliament. But India was his province—and to India he had to retire—if being Commander-in-Chief can be called retirement—and die.

Extracts from diaries and letters, here quoted, show him as solicitous for the welfare of the sick and wounded, British, Indian or enemy, as ever Florence Nightingale could have been. He never lost a battle, and Major Sheppard's contention that he was the third ablest commander in our history—I don't know how far Wellington's legend would have persisted had he, who also never lost a battle, been killed in India—is difficult to sustain or dispute.

But he was certainly an outstanding man. There are two portraits of him here, showing him as at least as commanding as the Iron Duke, who was also stern, strict with himself, tender and humane.

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 356 of this issue.



THE AUTHOR OF THE BOOK REVIEWED ON THIS PAGE: MAJOR ERIC WILLIAM SHEPPARD.

Major E. W. Sheppard was born in 1890 and educated at Trent College and at Hertford College, Oxford. During World War I he served in Gallipoli, Egypt, France and at the War Office. He was awarded the M.C. in 1916 and the O.B.E. in 1919. In 1936 he was invalided out of the Army and became in turn Military Correspondent of the *Evening Standard*, *The Times* and the *Daily Herald*. He has written a number of books, including "A Short History of the British Army" and "The Study of Military History."

\* "Coote Bahadur. A life of Lieut.-General Sir Eyre Coote, K.B." By E. W. Sheppard. Illustrations and Maps. (Werner Laurie; 25s.)





A GREAT PIONEER IN THE STRUGGLE AGAINST POLIOMYELITIS: DR. JONAS E. SALK, WHOSE VACCINE IS REPORTED TO HAVE PRODUCED VERY ENCOURAGING RESULTS IN THE UNITED STATES.

Dr. Jonas E. Salk, of Pittsburgh University, is known throughout the world as the originator of the Salk anti-poliomyelitis vaccine. But at present the name Salk vaccine must still raise questions in most people's minds. Is this new vaccination safe? is it effective? and, if so, for how long? The answers to these questions have been summarised in a British Medical Research Council statement which said: "While vaccination with the present formalin-inactivated vaccine should prove a most important advance in our means of preventing the disease, it would be most unjustifiable to assume that the final answer to the problem has been found." After the setback to the Salk vaccine, when shortly after vaccinations were started in the U.S. last year, a

number of patients developed the disease owing to faulty manufacturing tests on the vaccine, results shown among 7,000,000 American children vaccinated are reported as "very encouraging," the incidence of paralytic poliomyelitis being reduced by about four and a half times by the treatment. In Britain, some 200,000 children, between the ages of two and nine, are being vaccinated with a Salk-type vaccine. There is as yet not sufficient evidence to indicate the period of immunity given by Salk-type vaccines. Another type of anti-poliomyelitis vaccine, which differs from the Salk type in that living attenuated virus is used, is being developed by Dr. Sabin and Dr. Koprowski, in the U.S., and Professor Dick, in Belfast, and by others in many other countries.

*Portrait Study by Karsh of Ottawa.*



WHEN the death of Brigadier-General Sir James Edmonds was announced, subjects of world interest were too urgent to give place to a tribute to him and his work on this page. I was then in the country and did not see *The Times*, which must have published an obituary notice and may have published a tribute or two. I had known him for thirty-six years and worked in the next room in Audit House, on the Embankment, near Blackfriars Bridge, for sixteen. We had corresponded ever since we parted on the outbreak of the Second World War, when I became Military Correspondent of *The Times*. While working under his eye, I had owed him a great deal; in fact, any merit as a historian which I may have achieved. His letters continued to encourage and inform me. He took an interest in my writing, particularly in one book, "A Hundred Years of War" (1850-1950), and in some of my weekly articles here.

He was appointed in the first place Director of our branch, to supervise and edit its work. Within a very short time, however, he took over also the rôle of its chief historian, devoting himself to the Western Front. In this double capacity he wrote himself twelve of the volumes and edited the rest, including my own half-dozen. I must have had the fortune to fit in with his ideas—which I had studied with care—since the corrections he demanded were not numerous. They were all for the better. But I cannot too strongly insist that he was responsible for every word that was published. So far as the Army was concerned, he was the historian of the First World War.

He was a Sapper, and an intellectual one at that. His interests were wide. He never forgot, for example, the mathematics in which he had shone as a young man. His academic career, both at Woolwich and the Staff College, was brilliant. He became a highly capable staff officer. His work in intelligence at the War Office was outstanding, but perhaps his best was put into the training of the admirable 4th Division in the years before the war. "I provide the ginger and you provide the brains," said the divisional commander, General Snow, to his G.S.O.1, and the combination certainly worked well. Edmonds professed to be amused by the fox-hunter type of soldier, but would recall that when a certain battalion commander won a military point-to-point, he sent for him and told him he had deleted two "bad marks" in his little book.

He had the bad luck to get stuck in promotion at the worst moment, just before the war. I hesitate to give his comment, in case it should be misinterpreted; but it will not be by those who recall his type of humour. "Two men went over my head," he said, "but no man should grumble if passed by a kinsman of the King and a cousin of the Secretary of State for War." They were Gleichen and Haldane, both friends, and Haldane one of the closest he had. The result was, however, that when war broke out he was old for the highly arduous rôle of divisional staff officer in the retreat from Mons. The strain led to a partial and temporary breakdown, and he spent the rest of the war at G.H.Q. However, he accomplished an enormous amount of work over

## A WINDOW ON THE WORLD. OUR FOREMOST MILITARY HISTORIAN.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

another forty years or so and lived well into his nineties.

He was not of the stuff of which commanders are made. He would, however, if fortune had favoured him, have been a good M.G.G.S. of an army. Throughout the war Haig frequently consulted him on matters remote from military engineering, with which his appointment at G.H.Q. was concerned. Was he influenced by his



ONE OF THE GREATEST OF MILITARY HISTORIANS AND WELL KNOWN AS THE HISTORIAN OF THE FIRST WORLD WAR: THE LATE BRIGADIER-GENERAL SIR JAMES E. EDMONDS—"HIS SECRET WAS A LUCIDITY WHICH I DO NOT RECALL HAVING SEEN SURPASSED. . . ."

Brigadier-General Sir James E. Edmonds, C.B., C.M.G., died on August 2 at Sherborne, Dorset, at the age of ninety-four. He was one of the greatest of military historians and was well known as the historian of the First World War. After attending King's College School, he went on to the Royal Military Academy, where he passed out first, also winning the Sword and other prizes. Later, he went to the Staff College, where he again passed out first. After distinguished service in various parts of the world he played an important part in the First World War. With his brother-in-law, Mr. W. Wood, he wrote a history of the American Civil War which became a text-book in the United States, and with Dr. L. Oppenheim he wrote the official manual *The Laws and Usages of War*.

friendship with Haig, begun at Camberley? Few historians, if any, can avoid influences of this sort. But Edmonds firmly believed that no soldier we had could have taken Haig's place or kept his armies together as he did to become the main striking force in the victories of 1918. There I agree with him. Haig was not a genius. His genius lay in his character—though he showed himself a very fine tactician at First Ypres—but he was a highly trained soldier and a remarkable commander-in-chief.

In moments of relaxation Edmonds would sometimes permit himself a smiling sigh even over

incidents in Haig's command. Others came off less well. His wit and irony were not bitter, but they were salted. If reproached with hard judgments, his defence made things worse. "You must remember that the most intelligent young men did not go into the Army, as any form-master will tell you." And again: "I sometimes find

it hard to keep up So-and-So's reputation," a double denigration, of So-and-So and of himself as historian. Yet much of what he said in this vein was said only for his own amusement and that of others. He loved the Army and in his heart admired highly the imperturbable type of officer, of whom Field Marshal Lord Cavan was the supreme exemplar in the B.E.F. Edmonds was brought home from France in early 1919 to begin his second career. The first, counting of course the Royal Military Academy, had lasted nearly forty years, and this was to last about thirty. It was at the end of that year that he began to write. His style does not at first catch the eye, but the more one reads, the more one admires it. Some discussion, initiated I think by Miss Wedgwood, has taken place this year on the literary style of the historian as a contribution to history. Few tasks could need it more for the most important contribution, clarity, than the First World War, with all its confusion.

He realised what he was up against. He had taken the year 1914 in his stride. The account of Mons, the Marne, the Aisne, and First Ypres is superb, but it came relatively easily to him. The size of battlefields, dust and smoke, slow transmission of information, made work for the future increasingly difficult. So a battle had to be "compiled from a medley of disconnected reports and descriptions of isolated action, often contradictory. . . . In putting these fragments together the historian is forced to depict a battle with a kind of orderliness and in a series of phases which were not apparent during the actual events: it is quite impossible to describe on paper—as, for instance, the Battle of Waterloo can be described—the organised confusion of modern warfare."

His secret was a lucidity which I do not recall having seen surpassed by any writer handling comparably stubborn material. Some writers have a habit of sketching when short of room. He compressed. He would leave out nothing that he felt was significant and was enabled to be astonishingly generous with information by a masterly economy in the use of words and an eye for the best. Yet, perhaps naturally, he is at his most interesting—and moving—before the expansion of the B.E.F. It chanced that at the time of his death I had been

reading his First and Second Ypres volumes, and that on Loos as an aid to some regimental history. I think his description of First Ypres the finest thing he wrote and the deepest tribute to the old British Army.

I end by adding a few words from the preface just quoted. "There is more to be learnt from ill-success—which is, after all, the true experience—than from victories, which are often attributable less to the excellence of the victor's plans than to the weakness or mistakes of his opponent." Troop trainers are apt to overlook this truth.



# CELEBRATING THE DISCOVERY OF ITS FAMOUS "WATERS": TUNBRIDGE WELLS.



NOW USED FOR VARIOUS PUBLIC AND SOCIAL FUNCTIONS: THE PUMP ROOM, WHERE ONCE PEOPLE "TAKING THE WATERS" USED TO BATHE AND DRINK. THE SPRINGS ARE NOW COVERED BY A DANCE FLOOR.



WHERE THE LOCAL INHABITANTS CAN GET THE WATER FOR NOTHING: THE PUBLIC WELL TO WHICH PEOPLE MUST BRING THEIR OWN GLASSES AND THEN FILL THEM THEMSELVES.



STILL SUPPLYING ITS HEALTH-GIVING WATER AND NOW IN THE CENTRE OF THE TOWN: THE ORIGINAL CHALYBEATE SPRING DISCOVERED BY LORD NORTH IN 1606. HERE THE WATER IS SOLD AT TWOPENCE A GLASS.



ENJOYING A MOST POPULAR AFTERNOON ENTERTAINMENT: VISITORS AND RESIDENTS LISTENING TO A BAND CONCERT ON THE PANTILES.



ENJOYED BY YOUNG AND OLD: TUNBRIDGE WELLS SPRING WATER BEING SERVED. MANY CHILDREN LIKE A "DASH OF ORANGE" IN IT.

Between September 1 and September 8 Royal Tunbridge Wells, Kent's famous inland resort, is to celebrate the 350th anniversary of the discovery of the Chalybeate Spring by Dudley, Lord North, in 1606. It is around the spring that the Pantiles and the town of Tunbridge Wells itself have since grown up. The celebrations are due to start with a carnival procession on September 1; on the evenings of September 3 to 5 inclusive the Gaytime Concert Party has arranged performances on the Pantiles, or, if wet, in the adjoining Pump Room. On September 6 the world-famous musicians Mr. Yehudi Menuhin, the violinist, and Mr. Louis Kentner, the pianist, are to give a joint recital at the Assembly Hall in the evening. They do not often give recitals except in capital cities, but Mr. Menuhin's and Mr. Kentner's wives (who are sisters) are Ladies of the ancient Manor of Rusthall—which is closely interwoven with the town's history. On Friday, September 7, the Lord Bishop of Rochester, Dr. C. M. Chavasse, is to bless the spring at the Pantiles during a service which is due to commence at 3 p.m. Scenes in Tunbridge Wells, and views of the town to-day, are shown in photographs on this page and in drawings by our special artist, Mr. Dennis Flanders, on following pages.





# NOW CELEBRATING THE 350TH ANNIVERSARY OF THE DISCOVERY OF ITS HEALTH-GIVING

Less than forty miles south-east of London lies Royal Tunbridge Wells, the principal inland resort of Kent. This famous health-resort, which has been popular since the seventeenth century, is beautifully situated in the hilly and wooded district on the border of Kent and Sussex. This year Tunbridge Wells celebrates the 350th anniversary of the event which may be said to have "put it on the map." In 1606 the King of Denmark paid a visit to the Court of James I, which was celebrated by forty days and nights of continuous

feasting. To recover from this "ordeal" the young courtier, Dudley, 3rd Baron North, went down to stay at Eridge House, the Sussex seat of Lord Bergavenny. On his return journey to London Lord North was passing through a forest and noticed a spring of water bubbling up from the ground; a spring "which bore on its surface a shiny scum, and left in its course down a neighbouring brook, a ruddy ochreous track." Lord North, who had lately taken a cure at Spa, in the Low Countries, collected a sample of the water from this spring,

*Drawn by our Special*



# CHALYBEATE SPRING: ROYAL TUNBRIDGE WELLS—A VIEW OF MOUNT PLEASANT.

It was analysed by his physician in London who found it to contain valuable medical properties—among them iron, chloride of calcium, magnesium, and carbonate of lime. Thus the famous Chalybeate Spring of Tunbridge Wells was discovered. Lord North returned to drink the waters and benefited greatly from them. His host, Lord Bergavenny, had a well sunk and enclosed it with a triangular fence. When Lord North returned to the Court his obviously improved health quickly established the fame of the well. Twenty-four

*Artist, Dennis Flanders.*

years later, in 1630, it received the first of many Royal visits. The young French wife of Charles I, Queen Henrietta Maria, came to recuperate after the birth of her son, later Charles II. The town had not yet developed and the Queen and her ladies camped in tents on the common land near the spring. By the time Charles II drank the waters, over thirty years later, the town had sprung into being. It had been given the name of Tunbridge Wells because of the proximity of Tonbridge (which was then

*(Continued overleaf.)*





LOOKING DOWN AT THE OLDEST PART OF TUNBRIDGE WELLS FROM THE COMMON: THE CHURCH OF KING CHARLES THE MARTYR AND NEVILL STREET.



LONG THE CENTRAL POINT OF THE TOWN: THE PANTILES, WITH THE ORIGINAL CHALYBEATE SPRING IN THE BACKGROUND.

TUNBRIDGE WELLS: A RESORT LONG POPULAR WITH ROYALTY—TWO FAMOUS PLACES IN THE HEART OF THE TOWN.

*Continued.* spelt with a "u"). Charles II and his Queen stayed in one of the new houses on Mount Ephraim, but the town was not yet big enough to accommodate the whole of the Court, which again had to encamp on the common. In 1698 Princess Anne, later to be queen, visited Tunbridge Wells with her husband, Prince George of Denmark, and her young son, the Duke of Gloucester. The latter slipped whilst playing near the spring, and muddled his fine velvet suit. His fond mother left £100 with one of the villagers,

with the instructions that the walks were immediately to be paved. When she returned next year her orders had not been carried out, and Princess Anne vowed never to visit Tunbridge Wells again; a threat which she carried out. Within a few years the walks had been paved at the town's own expense. Tiles made of clay and baked in pans were used. Thus came the name of "The Pantiles." This has long been the fashionable centre of the town, for it is here that the Chalybeate Spring is situated. Tunbridge Wells developed

Drawn by our Special Artist, Dennis Flanders.

[Continued opposite.]





WHERE MANY GENERATIONS OF VISITORS HAVE STROLLED: THE RENOWNED AND CHARMING PANTILES AT TUNBRIDGE WELLS.

*Continued.*

steadily in size and popularity throughout the eighteenth century. In 1735 the famous Beau Nash went there as the first Master of Ceremonies. He did much to make Tunbridge Wells a fashionable social centre, and his "reign" attracted many distinguished visitors to the town. It was with the rise of Brighton during the Regency period that Tunbridge Wells had to surrender its dominant position, but it began quickly to develop as a residential resort. There were still many Royal visitors, and the town was very popular with the young Princess Victoria. In 1909 Edward VII granted the borough the title of "Royal." Royal Tunbridge Wells to-day still provides ample entertainment

and amenities for the visitor. It is a town of parks and open spaces, chief among which is the lovely Common. Lying among the woods and hopfields of Kent it makes an excellent centre for seeing the surrounding country. From September 1 to 8 a number of special celebrations (described on page 337) have been arranged to mark the 350th anniversary of the discovery of the spring. When Lord North came across it he was aged twenty-five and a very sick man, whose doctor had not given him long to live. He died at the grand age of eighty-five. The discoverer of the famous waters had surely benefited from them, as countless later visitors have done.

*Drawn by our Special Artist, Dennis Flanders.*





# IN AN ENGLISH GARDEN.



UNTIL a few minutes ago, and for the last dozen or so years, I had been under the impression that it was Major Johnston, of Hidcote Manor, who first introduced *Jasminum polyanthum* to cultivation in this country. In that belief I was, apparently, wrong. He certainly did collect it in China when plant-hunting there, between the wars, but I find it recorded as having been first introduced in 1891. But presumably it did not make itself at home in cultivation on that occasion. I find no mention of it in Nicholson's Dictionary of Gardening. However, our thanks are due to Major Johnston for having reintroduced this supremely lovely plant, and, what is far more important, for having established it firmly, and let us hope permanently, in our gardens.

I first saw *Jasminum polyanthum* at Hidcote, flowering in that unique glass structure of Major Johnston's, a spacious lean-to greenhouse, the front of which was removed during the summer months, only to be replaced at the approach of winter, when artificial heat was provided for the comfort of the many tender and not-quite-hardy inhabitants. Since I last visited Hidcote I have heard that that fascinating conservatory has had to be demolished. The jasmine as I first saw it then was rampant, flowering profusely—but not hardy, I was told. Later, I saw it in Major Johnston's lovely garden in the hills just behind Mentone, and not only there, but in a dozen other gardens along the Riviera, rioting over walls, flowering like a mad thing, and scenting the air like something from heaven. It left me then in no doubt at all that here was a supremely good plant, though still not one for the likes of me and the thousands of others who garden *not* in the sub-tropics of Cornwall and the West Coast of Scotland.

Nevertheless, I have been experimenting with the plant during the last year or two, and have come to the satisfactory conclusion that given an unheated greenhouse one can grow *Jasminum polyanthum* well by employing either of two very simple techniques. Early last year I planted out a young specimen in the earth border at the foot of the back wall of my unheated lean-to greenhouse. Aspect, due south. It threw up a number of slender 8- and 10-ft. stems, which I conducted up the wall, in rather bunched-together formation. My idea was twofold. In the first place, I wished to find out whether the plant would prove hardy in my unheated greenhouse in this very cold Midland district. Secondly, I intended to make an opening in the glass at the end of the greenhouse where the jasmine was growing, and then in spring take the long shoots through this and train them along the continuation of the wall, outside, there to flower during the summer. In autumn they could be brought back inside the greenhouse for winter safety. I wrote about this plan on this page some months ago.

The idea at the back of this was that when they develop in the open air, the buds of this jasmine are red, a most attractive soft crimson. The flowers, which have curiously long, slender tubes, are pure dead-white, but the tubes remain crimson, and

## JASMINUM POLYANTHUM.

By CLARENCE ELLIOTT, V.M.H.

the backs of two of the five petals are suffused with crimson. This combination of snow and crimson is particularly attractive. But when grown and flowered under glass both the buds and the open blossoms are pure white.

In the end I came to the conclusion that my plan for wintering the long shoots of my jasmine inside the greenhouse, and then passing them out into the open and training them there so that they might have red buds and crimson and white blossoms, would involve more time than I could spare, and more trouble than I could stomach. So the plant has been flowering inside the greenhouse during the last week of July and the first half of August, with the promise of a lot more blossom to follow. In spite of their lack of crimson buds

well over a week in water. In a vase on a mantelshelf I have been able to study their habit, especially the trailer which I have allowed to sprawl at ease along the shelf.

Flowers and leaves occur at intervals of from 3 to 4 ins. along the whole length of the stem. A pair of opposite pinnate leaves, and springing from the same spot a pair of panicles consisting of anything from a dozen to twenty or thirty flowers. The species was well and truly christened *Polyanthum*, which, unless memories of many static years in the lower third mislead me, means many-flowered. So there you are. If you have an unheated greenhouse there is no reason why you should not grow this lovely jasmine, though precautions should be taken

to curb its enthusiastic production of more trailing stems than are actually needed, and if you have time, enterprise and energy, there is no reason why you should not winter the trailer stems inside, and then conduct them into the open air for the summer months and train them on any support, trellis, wires, or whatever is most convenient, so that they may flower in the open with all the extra charm of red buds.

But I have been experimenting with another method of growing *Jasminum polyanthum*. Last summer I planted a young specimen in a 5-in. pot, and provided it with a 4-ft. pyramid of bamboos, planted in the pot and lashed together at the top. My idea was to train the growing jasmine shoots to spiral up the bamboo pyramid (a very slender pyramid, 4 ft. tall and only 5 ins. across the base). Unfortunately, I started this enterprise a little late in the season, and the jasmine itself was rather on the young side, with the result that the plant only reached to about half-way up its support. However, it is in full flower now in mid-August, and full flower with this species means a real foamy smother of blossom. Now I am hoping that the plant will make plenty of new growth, so that next summer the bamboo

pyramid will be covered from top to bottom with spirals of growth which should cover themselves with a mass of red buds and fragrant white blossom. Such a plant can easily be wintered in the unheated greenhouse, or it should be safe enough kept in a shed or even in an unheated room in the house.

As to the bamboo pyramid: that was merely experiment with a first thought. It has served its purpose well enough, but I have no doubt that better, more practical, and more elegant supports could be devised for the training of this jasmine. A single permanent stem might be taken up to a convenient height of, say, 4 or 5 ft., supported by a stake, and then allowed to perform as a weeping standard, the flowering, weeping stems being pollarded back each year after flowering, to make way for a fresh crop to flower the following year. Or there are special wire balloons made for training flowering climbers. The important thing is that this loveliest of jasmines is not for the natives of our sub-tropical counties alone. Its survival here last winter, both planted out and as a pot specimen, brings it surely within the scope of anyone who is blessed with "a bit of glass," for last winter here in the Cotswolds was what I believe is known in the best meteorological circles as a real snorter.



"FULL FLOWER WITH THIS SPECIES MEANS A REAL FOAMY SMOTHER OF BLOSSOM... FLOWERING LIKE A MAD THING AND SCENTING THE AIR LIKE SOMETHING FROM HEAVEN": JASMINUM POLYANTHUM, GROWING UNDER GLASS.

Photograph by J. E. Downward.

and crimson-suffused petals, the pure white flowers are strikingly beautiful, richly fragrant, and delightful for gathering for the house. I gathered one slender trailer a couple of feet long, and three or four shorter, stiffer sprays, and they have lasted

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## BRITISH AIR POWER: SOME TYPES OF MILITARY AND CIVIL AIRCRAFT.



THE "UBIQUITOUS" ENGLISH ELECTRIC *CANBERRA*, WHICH HAS BROKEN MANY SPEED RECORDS. IT CAN BE USED AS A MEDIUM BOMBER, FOR NIGHT FIGHTING, RECONNAISSANCE OR TRAINING.



FOR ANTI-SUBMARINE WORK: THE FAIREY *GANNET*, A THREE-SEATER AIRCRAFT, POWERED BY AN ARMSTRONG SIDDELEY DOUBLE MAMBA TURBO-PROP ENGINE. THE AIRCRAFT ILLUSTRATED IS USED FOR TRAINING PURPOSES.



AMONG THE R.A.F.'S TRANSONIC FIGHTERS: THE HAWKER *HUNTER*. THESE FAST AIRCRAFT REPLACED THE *SABRE* F86 E'S AS R.A.F. FIGHTERS LAST YEAR, THE EXCHANGE BEING CARRIED OUT UNDER A U.S. "OFF-SHORE" GRANT. THE *SABRES* WENT TO OTHER N.A.T.O. COUNTRIES UNDER THE MUTUAL DEFENCE AID PROGRAMME.



A B.E.A. AIRLINER POWERED BY NAPIER *ELAND* TURBO-PROP ENGINES. THE NEW NAPIER *ELAND* CONQAIR 340, WHICH HAS GREATLY IMPROVED PERFORMANCE, WILL BE DEMONSTRATED AT NAPIER'S BASE NEAR LONDON FROM SEPTEMBER 10 TO 14 INCLUSIVE.

At the beginning of September, when the Society of British Aircraft Constructors hold their annual Exhibition at the Royal Aircraft Establishment, Farnborough, the subject of British aircraft is more than ever in the news. The main function of the Farnborough show is to provide an "export trade shop window" and it is, therefore, appropriate to take stock, on the following pages, of what has been achieved in sales



ONE OF THE R.A.F.'S V-BOMBERS: THE AVRO *VULCAN*. THERE ARE AT PRESENT THREE SQUADRONS EQUIPPED WITH VICKERS *VALIANTS*, AND THE FIRST *VULCAN* SQUADRON IS TO BE FORMED IN THE NEAR FUTURE.

of civil and military aircraft to foreign countries since last year. To the public at Farnborough, as distinct from the technicians and other experts, this important aspect of the British aircraft industry is overshadowed by the more spectacular side of the display—by the deafening sound-barrier bangs and the screaming engines of the R.A.F.'s fastest and latest aircraft.



## BRITISH AIR POWER: SOME EXAMPLES OF DESIGN IN THE FIELDS OF MILITARY AND CIVIL AVIATION—FROM AIRLINERS TO HELICOPTERS.



THE CRESCENT-WINGED HANDLEY PAGE VICTOR; ONE OF THE TRIO OF V-CLASS BOMBERS. THE VICTOR, NOT YET IN SERVICE, IS SAID TO BE THE EQUAL IN HITTING POWER OF ANY OTHER BOMBER KNOWN TO EXIST AT PRESENT.



THE HUNTING PERCIVAL JET PROVOST; DESIGNED ESPECIALLY TO ENABLE PILOTS TO CARRY OUT THEIR AIR INITIO FLYING TRAINING IN JET AIRCRAFT, AND DEVELOPED FROM THE PISTON-ENGINE PROVOST MK. 1.



DESIGNED TO OPERATE UNDER DIFFICULT CONDITIONS: THE SCOTTISH AVIATION TWIN PIONEER. THIS HIGH-WINGED MONOPLANE IS ECONOMICAL, CAN TAKE-OFF AFTER A GROUND RUN OF 100 YARDS, AND CARRIES SIXTEEN PASSENGERS.



ON ORDER FOR THE FLEET AIR ARM: AN ALL-WEATHER, DAY AND NIGHT FIGHTER, THE DE HAVILLAND 119, WHICH RECENTLY UNDERWENT SUCCESSFUL TRIALS IN THE AIRCRAFT-CARRIER HMS. AIR H014H.



ONE OF BRITAIN'S MOST PROMISING AIRLINERS: THE BRISTOL BRITANNIA. THERE ARE AT PRESENT SOME FIFTY-FIVE OF THESE AIRCRAFT ON ORDER, AND THE LATEST MODEL, THE MARK 301, IS SAID TO HAVE OUTSTANDING PERFORMANCE.



A DE HAVILLAND COMET 2; EXPERIENCE GAINED ON THIS MODEL AND ON THE COMET III HAS BEEN USED IN DESIGNING THE NEW COMET IV AND IVA, FOURTEEN OF WHICH HAVE BEEN ORDERED BY A U.S. AIRLINE.



A MOST SUCCESSFUL AIRLINER: THE VICKERS-ARMSTRONG'S VISCOUNT. THE RECORD NUMBER OF 343 OF THESE AIRCRAFT ARE NOW ON ORDER. COMFORT AND ECONOMY ARE THE VISCOUNT'S OUTSTANDING CHARACTERISTICS.



A NEW TWO-SEATER LIGHT HELICOPTER: THE SAUNDERS-ROE SKEETER, DESIGNED AS AN AIR OBSERVATION POST AND FOR LIAISON DUTIES. THE SKEETER IS IN PRODUCTION FOR THE ARMY AND HAS BEEN ORDERED BY THE R.A.F. AND WEST GERMANY.



A NEW ANTI-SUBMARINE AIRCRAFT: THE SHORT SEAFARER, WHICH CAN FLY AT VERY LOW SPEEDS AND CAN CARRY A WIDE VARIETY OF WEAPONS INCLUDING MINES, DEPTH CHARGES AND ROCKET PROJECTILES.



A NEW TROOP-CARRIER: THE BLACKBURN BEVERLEY. THIS GIANT AIRCRAFT CAN CARRY OVER NINETY PASSENGERS OR SEVENTY-TWO FULLY EQUIPPED PARACHUTISTS NON-STOP FOR 1000 MILES, AND HAS A PAYLOAD OF OVER 20 TONS.



USED FOR RESCUE WORK: THE WESTLAND WHIRLWIND, WHICH IS ALSO USED FOR TRANSPORT AND ANTI-SUBMARINE OPERATIONS. THE WHIRLWIND IS NORMALLY POWERED BY A 600 H.P. PRATT & WHITNEY R-1340-40 WASP ENGINE.

With the Farnborough Air Show, "the export trade show window" of the British aircraft industry, once again in the news, interest is naturally focused on the progress of the industry during the past twelve months. According to recent reports, both progress and further outlook are in many ways very satisfactory, particularly in the sphere of export sales of gas-turbine airliners. There is, however, very little information

about the latest developments in military aircraft and the show at Farnborough merely gives one tantalising glimpses of new developments. The industry's export sales for the first half of this year were 82 per cent. higher than for the corresponding period the year before. This represents an annual rate of some £110,000,000. About one-eighth of the sales for the first six months of this year were to the United States. There

is now a total of 280 British gas-turbine airliners on order overseas—nearly a third of the total on order throughout the world. The aircraft concerned are the Viscount, the Britannia, the Comet IV and IVA and the Vanguard. The Viscount, with its comfort and economical running costs, has fully justified itself. It was instrumental in bringing to B.E.A. their profit balance in the year ending March 1955, following a large loss

the year before, the U.S. Capital Airlines, the first American airline to use the Viscount, have spoken well of it, and there are now 242 Viscounts on order. Capital Airlines also have ordered 14 of the 33 Comet IV and IVAs now on order. The Britannia is expected to give good service on the Western air routes and a larger and faster version, the Mark 301, recently made its maiden flight.



## BRITISH AIR POWER: TYPES OF AIRCRAFT DEVELOPED FOR MANY USES.



THE BRISTOL TYPE 171 HELICOPTER, THE SYCAMORE: THIS AIRCRAFT, NORMALLY POWERED BY AN ALVIS LEONIDES MK. 73 ENGINE, IS USED FOR A VARIETY OF CIVIL, MILITARY AND NAVAL PURPOSES.



BUILT FOR THE "WORLD'S WORKADAY AIR SERVICES": THE HANDLEY PAGE HERALD, A MEDIUM-RANGE, GENERAL-PURPOSE TRANSPORT, WHICH CAN CARRY FORTY-FOUR PASSENGERS, OR ABOUT 4½ TONS OF FREIGHT, AND HAS LOW OPERATING COSTS.



USED BY THE R.A.F. AND OTHER N.A.T.O. AIR FORCES AS A NIGHT FIGHTER: THE ARMSTRONG WHITWORTH METEOR N.F. MK. 14, A TWO-SEATER DEVELOPED FROM THE GLOSTER METEOR.



A WELL-KNOWN AIRCRAFT OF COASTAL COMMAND: THE AVRO SHACKLETON MK. 3, WHICH IS USED FOR ANTI-SUBMARINE WORK, RECONNAISSANCE AND AIR-SEA RESCUE. IT IS POWERED BY FOUR ROLLS-ROYCE GRIFFON ENGINES.



ONE OF A LINE OF AIRCRAFT WITH A LONG RECORD OF MILITARY AND CIVIL SERVICE: THE AUSTER A.O.P. MK. 6, WHICH IS USED BY THE ARMY FOR VARIOUS RECONNAISSANCE DUTIES AND LIAISON WORK.



THE WORLD'S FIRST SUCCESSFUL LIGHT JET FIGHTER: THE FOLLAND GNAT, WHICH IS VERY MANOEUVRABLE, HAS GOOD FIGHTING PERFORMANCE, AND IS RELATIVELY SIMPLE AND CHEAP TO BUILD. WIDESPREAD INTEREST ABROAD HAS BEEN AROUSED BY THE GNAT.

Information available about British military aircraft is by no means profuse. A British fighter-type aircraft, the Fairey F.D.2, recently broke the world's speed record (although a U.S. aircraft has since travelled faster, at about three times the speed of sound). In contrast with the large high-speed jet fighters a development which may become increasingly important is that of the smaller and cheaper jet fighter of the Folland Gnat type. Although to the layman the Canberra may still seem to be a modern

aircraft, replacements for it are already being sought. A comment, from Australian Government circles, on Britain's large V-class bombers is that they are too expensive, costing in the region of £1,000,000 each, and require very elaborate servicing. So far, three British squadrons are equipped with Valiants, there will soon be a squadron with Vulcans and trials with the Victor are continuing. A prototype order for a supersonic bomber for the R.A.F. was recently placed by the Ministry of Supply.





ARMCHAIR COMFORT: A REMOTE-CONTROL TUNER WHICH PROVIDES INSTANT FINGER-TIP ADJUSTMENT OF "BRIGHTNESS" AND "VOLUME" ON YOUR TELEVISION SET.

## AT THE 1956 NATIONAL RADIO SHOW: SOME OF THE EXHIBITS AT EARLS COURT.



AN ATTRACTION ON THE G.P.O. STAND: ESME, THE ELECTRONIC SPEAKING MACHINE WHICH PRODUCES SYNTHETIC SPEECH SOUNDS.

### YOUR VOICE LOOK LIKE ?

YOUR VOICE IS RECORDED ON MAGNETIC TAPE AND IS ANALYSED ELECTRONICALLY.



"PUT IT OFF ITS COURSE AND WATCH IT RETURN AUTOMATICALLY": A MODEL OF A GUIDED MISSILE EXHIBITED BY THE MINISTRY OF SUPPLY.



"PORTABLE" TELEVISION: A SET WEIGHING 35 LB. WHICH WILL WORK FROM THE MAINS AND ALSO FROM A CAR BATTERY.



AT EARLS COURT: A PORTABLE RADIOGRAM IN WHICH TRANSISTORS HAVE REPLACED VALVES. IT IS POWERED BY TWO 4½-VOLT BATTERIES WHICH GIVE AROUND 1000 HOURS RADIO PLAYING TIME.



A LIGHT-HEARTED EXHIBIT BY THE G.P.O.: ELECTRONIC DARTS WHICH AROUSED INTEREST BUT IS NOT LIKELY TO REPLACE THE NORMAL DARTBOARD IN THE PUBLIC'S AFFECTIONS.

The twenty-third National Radio Show, organised by the Radio Industry, was opened at Earls Court, London, on August 22 by the Minister of Supply, the Rt. Hon. Reginald Maudling, M.P. The Exhibition, which closes on September 1, covers an area of 10½ acres. It is the first Radio Show to be held since the introduction of commercial television and the extension of B.B.C. broadcasting on V.H.F. beyond south-east England. By the end of this year the B.B.C. Home, Light and Third programmes

will be available by the interference-free frequency-modulation system, on V.H.F., to cover 84 per cent. of the population of the United Kingdom. It is hardly surprising, therefore, that some 200 V.H.F. radio sets are displayed at the Show. For the first time this year transistors, tiny objects made of germanium that replace the conventional valves, are seen in radio sets available to the public. Television sets are shown in a great variety of styles and sizes, and there are exhibits by the three Services and the G.P.O.





WITHOUT, I hope, being abnormally simple-minded I find myself marvelling at the inventiveness of mankind in discovering so many ways of making a thing as straightforward as a box. When Neanderthal Man moved from his cave, and abandoned himself to a higher standard of living, he needed some kind of receptacle in which to keep a spare hammer, a cloak for the winter and one or two other odds and ends, and ever since—so it seems to me—cabinet-makers and other such useful persons have shown extraordinary ingenuity in designing an immense

perhaps. Quite a lot of this came over about half a century ago when collectors were more innocent than they are to-day and when there was an extraordinary demand for what was fondly believed to be Queen Anne furniture. I remember how, in my own days of innocence long ago, finding myself in a modest shop off Oxford Street which was filled from floor to ceiling with walnut furniture. I said "What nice Dutch furniture." "Queen Anne," said the proprietor. "Surely not," said I. "Well," was the answer, "not to you perhaps, but if I called it Dutch I couldn't sell any of it. I call it Queen Anne, and it sells like hot cakes."

## A PAGE FOR COLLECTORS. THREE CIVILISED BOXES.

By FRANK DAVIS.

And he went on to tell me that he received a consignment from Holland about once a month. Odd, isn't it, how people buy names they like rather than things?

In those days—more than thirty years ago—these two Dutch pieces would probably have been unsaleable unless they had been called French, as indeed to some degree they are, for they would never have been made had it not been for French influence. Certainly they show very clearly, as does so much

English furniture of the late eighteenth century, how powerful and far-reaching was the French tradition. Nor would it be surprising if they turned out to have come from the workshop of some French *émigré* cabinet-maker who had settled in Holland and had adapted his craft to the taste of his new clients. But we had better examine them closely. The commode of Fig. 1, on short, square, tapering legs, is in satinwood. The panelled door in the centre is inset with a panel of Japanese black lacquer decorated in gold and colours with flowering plants and trees. Inside are shelves. The canted angles at each corner are inlaid with entwining ribband ornament and mounted with ormolu foliage bosses. The black lacquer, with its gold foliage, is uncommonly effective against the honey-coloured satinwood. It is Japanese lacquer, not a European imitation, and was very neatly adapted to this particular purpose. The top, when I saw it, was covered with a grey marble slab which seemed drab and out of character, and I was not surprised to learn that the new owner, who



FIG. 1. SHOWING VERY CLEARLY "HOW POWERFUL AND FAR-REACHING WAS THE FRENCH TRADITION": A LATE EIGHTEENTH-CENTURY DUTCH SATINWOOD COMMODOE INLAID WITH RIBBAND ORNAMENT AND WITH JAPANESE (NOT EUROPEAN IMITATION) LACQUER PANELS, DECORATED IN GOLD AND COLOURS. (Width ; 4 ft. 3 ins.) (Christie's.)



FIG. 2. A LATE EIGHTEENTH-CENTURY DUTCH SATINWOOD AND ROSEWOOD UPRIGHT SECRETAIRE: "PRESUMABLY FROM THE SAME STABLE" AS FIG. 1. THESE THREE PIECES ARE THE "CIVILISED BOXES" DISCUSSED BY FRANK DAVIS. (Width ; 2 ft. 11 ins.) (Christie's.)

variety of essentially ordinary objects whose sole purpose has been to contain things we don't want to leave lying about. In this work I would be inclined to argue that, in the course of the centuries, the workers in wood have shown no less imagination than the dress designers, who have had, on the whole, an easier task, devising novel means of adorning bodies which move and are complex, whereas they have had to deal with mere static geometrical shapes.

From a thousand variations on this single theme, here are three "boxes," made to serve the needs of an advanced society, which attracted my attention fairly recently. Their general pattern will no doubt be familiar enough, but they show certain marked characteristics in detail which appear to be worth a brief description. The first two, which turned up at Christie's in June with others of somewhat similar appearance, might at first sight be put down as French, but French of a rather provincial kind; I think most people, suddenly confronted with them, would begin to wonder just what they were. They are, in fact, late eighteenth-century Dutch—very nice things indeed they seemed to me at the time but, both in style and workmanship, lacking that indefinable elegance with which the great Paris cabinet-makers managed to endow their productions. I find these subtle nuances of style very difficult to explain, but I know that many readers of this page who take pleasure in comparing one good thing with another will support me.

Certainly we do not in this country have many opportunities of seeing Dutch furniture of this period. We are familiar with the earlier type—for example, with those elaborately carved late seventeenth-century walnut chairs which, at a casual glance, could easily be taken for English; there's a splendid set in the President's Lodging at Queens' College, Cambridge. That is not surprising, for the England of Samuel Pepys had close ties with Holland. Then you often see Dutch furniture of the eighteenth century, in the traditional Dutch walnut style, sometimes plain, sometimes covered with marquetry, often in the form of elaborate cabinets with *bombé* fronts; imposing and agreeable enough, but a trifle pompous

was carrying off this interesting piece to his house in Switzerland, was intending to replace the grey with another slab more in keeping with the normal French practice.

The secretaire of Fig. 2 presumably came from the same stable and was made at the same time. Here again is a distinguished but vaguely un-French treatment of current Louis XVI styles, severely rectangular and relieved, as it were, by engaging little grace notes. The ground is satinwood, and once again the Far East is called in both to enliven and dignify the woodwork. Here the large Japanese lacquer panel shows a mounted huntsman in a landscape amid berried foliage branches, while the two smaller lacquer panels on the doors below are similar to the two small circular panels on the other piece. Each panel is suspended, so to speak, by ribband ties and tasselled cords inlaid on the satinwood ground. The front falls down in the usual manner to form the writing-table and discloses an array of pigeon-holes and four small drawers. On the whole, and in spite of many notable exceptions in both countries, I doubt whether either in Holland or England this very special and decidedly luxurious furniture mode ever became fully acclimatised; each of us was liable to live with it a trifle self-consciously, admiring it, but perhaps not quite feeling at home with it.

I should be inclined to say most of us were more comfortable with a fine piece of walnut, such as the Queen Anne bureau cabinet of Fig. 3. This is English, but it owes a great deal to Dutch influence, particularly in the moulded swan-neck pediment at the top. The thing is made of finely-figured walnut, the only inlay a coronet beneath the pediment. The sloping front falls forward to rest upon the usual draw-pieces at each side. Inside this are well-fitting small drawers and pigeon-holes, while the interior above, as can be seen in the photograph, is neatly arranged with various secret compartments, small shelves, drawers and—an unusual refinement—six folio racks, three on each side. The two small slides, one beneath each door, would be for candles. But, whatever our particular taste, all three are undoubtedly highly civilised and practical boxes.



FIG. 3. A VERY FINE QUEEN ANNE WALNUT BUREAU CABINET, WHICH "IS ENGLISH, BUT IT OWES A GREAT DEAL TO DUTCH INFLUENCE, PARTICULARLY IN THE MOULDED SWAN-NECK PEDIMENT AT THE TOP." (Width ; 3 ft. 5 ins.) (Sotheby's.)



# THE WORK OF GEORGES BRAQUE: EXHIBITED AT EDINBURGH.



(Left.)  
"BRETON GIRL, 1904,"  
THE EARLIEST WORK  
IN THE BRAQUE EX-  
HIBITION AT THE  
EDINBURGH FESTI-  
VAL. (Oil on canvas;  
21½ by 18 ins.) (Herr  
Menachem Rosensaft,  
Switzerland.)



(Right.)  
"ANTWERP, 1906,"  
WHICH DATES FROM  
BRAQUE'S FAUVE  
PERIOD. HE HAD  
SEEN THE WORK OF  
THE FAUVES IN PARIS  
IN 1905. (Oil on canvas;  
23½ by 28½ ins.) (Mr. and  
Mrs. William Bedford,  
Copenhagen.)



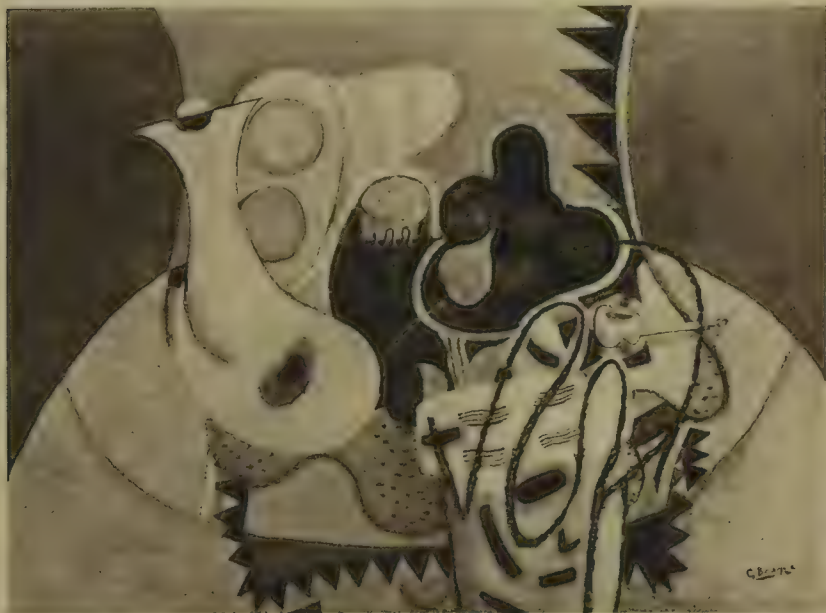
"L'ESTAQUE, 1906-07." BRAQUE PAINTED HERE FOR  
SEVERAL MONTHS, FIRST UNDER THE FAUVES' INFLUENCE  
AND THEN UNDER THAT OF Cézanne. (Oil on canvas on  
masonite; 31½ by 27½ ins.) (Mr. Samuel A. Berger, New York.)



"FEMALE FIGURE, 1910-11," PAINTED EARLY IN  
BRAQUE'S CUBIST PERIOD. (Oil on canvas;  
35½ by 23½ ins.) (Dr. H. Carey Walker, New York.)



"STILL-LIFE ON A MANTELPIECE, 1922";  
ONE OF A SERIES. (Oil on canvas; 51½ by  
29½ ins.) (Mr. and Mrs. Richard K. Weil, St. Louis.)



"THE PINK TABLECLOTH, 1931." PINK BECAME A CHARACTERISTIC COLOUR.  
(Oil paint and sand on canvas; 38 by 51 ins.) (Mr. Walter P. Chrysler, Jr., New York.)



"THE STUDIO, 1939," ONE OF A SERIES INCORPORATING MANY INNOVATIONS.  
(Oil paint and sand on canvas; 45 by 57½ ins.) (Private Collection, U.S.A.)

This year the Edinburgh Festival Society has devoted its exhibition to the work of Georges Braque, the famous French artist, who, at the age of seventy-four, has done much to influence the painting of his time. The exhibition, which is arranged by the Arts Council, is to be seen at the Royal Scottish Academy, of which M. Braque is an Honorary Member, until September 15. The exhibition will then be shown in London, at the Tate Gallery, from September 28 until November 11. The eighty-six paintings

have been lent from British, American and Continental collections and have been selected to give a complete survey of Braque's various phases and developments. The exhibition has been compiled by Mr. Douglas Cooper, who has also written the most informative introduction and notes in the catalogue. Braque was a leading figure in the development of Cubism in the middle years of his own life. This comprehensive exhibition amply illustrates the artist's movement towards and away from the Cubist idiom.



# AN ANIMAL WHOSE VALUE IS PROVING ITS DEATH WARRANT: THE GREAT INDIAN RHINOCEROS.



ON THE PALACE STEPS AT KATMANDU : AN ORNATELY CARVED RHINO HORN CUP. THE ENORMOUS VALUE OF RHINO HORN IS THE CAUSE OF THE ANIMAL'S VIRTUAL EXTINCTION.



IN KAZIRANGA RESERVE IN ASSAM : A GREAT INDIAN RHINOCEROS WITH ONE OF THE CATTLE EGRETS WHICH ACCOMPANY THE RHINOS DURING DAYLIGHT HOURS.



IN MUDDY WATER : A GREAT INDIAN RHINOCEROS IN ITS WALLOW. NOTE THE RIVET-LIKE TUBERCLES OR WARTS THAT STUD THE ANIMAL'S SKIN.



A RHINO BEING APPROACHED BY A FOREST DEPARTMENT ELEPHANT. IT TAKES EIGHTEEN MONTHS TO TRAIN AN ELEPHANT NOT TO RUN AT THE SIGHT OF A RHINO.



IN ASSAM : ONE OF THE SHELTERS BUILT BY FARMERS AND USED BY THEM TO SCARE RHINOS AWAY FROM THEIR FIELDS AT NIGHT.



A TRIO OF GREAT INDIAN RHINOCEROS IN A WALLOW AT KAZIRANGA SANCTUARY IN ASSAM. TWO HAVE CATTLE EGRETS ON THEIR BACKS.

These photographs of the Great Indian Rhinoceros were taken in the Kaziranga Sanctuary of Assam by Mr. Lee Merriam Talbot, Staff Ecologist, The International Union for Conservation, who writes : " Only a few centuries ago the Great Indian Rhinoceros was found throughout Northern India, Burma, Indo-China and Siam. To-day only a few individuals remain, 300 to 400 protected by eight small reserves in Assam and East Bengal, with a few additional survivors in an isolated Nepalese valley. Largest of the three

Asian rhinos, the Great Indian Rhinoceros, stands over 6 ft. high and 14 ft. from nose to tail. . . . In the Kaziranga Sanctuary the rhinos usually feed on grasses morning and evening, spending the rest of the day in a mud wallow. . . . The principal cause of the rhino's scarcity is oriental belief in the medicinal and magical properties of its body. Every part is believed valuable, especially the horn, which is credited with powers as a revitaliser, aphrodisiac, poison or snake-bite antidote, and general panacea."



# A UNIQUE TRANSATLANTIC VOYAGE: THE LOG RAFT *L'EGARE II* ARRIVING AT FALMOUTH.



BEING TOWED INTO FALMOUTH HARBOUR: THE LOG RAFT *L'EGARE II*, WITH TWO OF THE THREE FRENCHMEN WHO HAD DRIFTED ACROSS THE ATLANTIC IN HER, ASSISTED ONLY BY THE GULF STREAM AND A SAIL. ATLANTIC STORMS WERE ENCOUNTERED AND THE CROSSING LASTED 88 DAYS.



ALSO PRESENT ON THE CROSSING: ONE OF THE TWO KITTENS, *POU* AND *GRITON*, WHO WERE ENTERTAINING COMPANIONS DURING THE VOYAGE.



THE THREE ADVENTURERS: LEFT TO RIGHT, MARC MODENA, DESCRIBED AS AN ARTIST AND AS A HOUSE-PAINTER; HENRI BEAUDOUT, THE SKIPPER, WHO IS AN ENGINEER, AND GASTON VANACKERE, A DRAUGHTSMAN.



WATCHED BY A CROWD OF HOLIDAY-MAKERS IN FALMOUTH HARBOUR: THE CREW, IN THEIR DISTINCTIVE DRESS, ABOARD THE RAFT. THEY WERE GIVEN A ROUSING WELCOME BY HOLIDAY-MAKERS ON THEIR ARRIVAL IN THE HARBOUR.

On Aug. 21 *L'Egare II*, in which the three Frenchmen, residents of Canada, Henri Beaudout, Gaston Vanackere and Marc Modena, had drifted across the Atlantic, was towed into Falmouth. The crossing, which is reminiscent of the Kon-Tiki expedition, took eighty-eight days and was made solely with the aid of the Gulf Stream and a sail. A previous attempt last year ended in failure after sixty-six days when Beaudout's raft *L'Egare* was stranded off Newfoundland. A fourth member of the crew who had set out with the other three when they left Halifax, Nova Scotia, on May 24, had been picked up suffering from a prolonged bout of nausea by a Canadian

fishing vessel. M. Beaudout told reporters he had been anxious to prove that the Atlantic could be crossed in this way. However, his efforts met with success in another way also. Shortly after arriving in Falmouth he received a very good offer for his story from a large British newspaper. During the crossing the men lived partly on their initial store of food, on additional food received from a ship in the Atlantic and also on rain-water and the fish they caught on the voyage. They helped to pass the time between four-hour watches with games of draughts. Among their hardships were Atlantic storms in which they at times encountered waves up to 35 ft. high.





YOUTH TAKES A PEEP AT THE PAST: A YOUNG VISITOR EXAMINING A HANSON CAB BUILT BY MR. V. H. WASHER.



A SCALE MODEL OF THE REVENUE CUTTER *BUTTERCUP* OF 1810: BUILT BY MR. E. J. RAWLINGS AND MR. M. J. BRAY, BOTH OF SOUTHAMPTON.



A SEVENTEENTH-CENTURY SHIP OF THE LINE, *ROYAL ALBERT*—MADE ENTIRELY OF MATCHSTICKS, WHICH TOOK TWO YEARS TO BUILD AND WAS MADE BY MR. RONALD ONYETT, OF GRAVESEND, KENT.

The thirty-first "Model Engineer" Exhibition opened at the New Hall of the R.H.S. in Vincent Square, Westminster, on August 22 and was due to remain open until to-day (September 1). It has been the largest of its kind ever held, covering more than 20,000 square feet and comprising more than 500 models on show, which have been insured by the organisers for £30,000. It was hoped that for the first time a display of Russian models—six large ship models and three miniatures—would be included, but there was some confusion as regards

## ENGINEERS IN ORDINARY TO THE KINGDOM OF IN MINIATURE. SOME NOTABLE EXHIBITS AT



INSPIRED BY THE SPITHEAD REVIEW IN CORONATION YEAR, WHICH THE RUSSIAN CRUISER ATTENDED: A SCALE WATER-LINE MODEL OF *SVERDLOV*, MADE BY MR. ROBIN ADDEY.



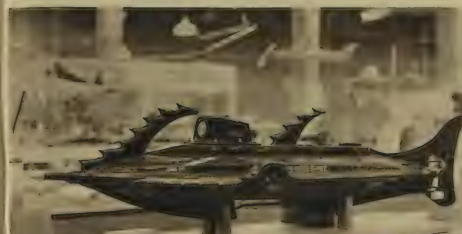
A STEAM-POWERED MODEL DRIFTER TRAWLER, *CAROLINE*, WHICH HAS ACTUALLY STEAMED 3062 MILES. IT WAS MADE BY MR. DONALD S. MACLELLAN, OF LONDON, N.W.5.



THE WINNER OF THE PREMIER AWARD, THE DUKE OF EDINBURGH TROPHY: MR. HERBERT SLACK'S STEAM-DRIVEN FAIRGROUND ROUNDABOUT, A CHAMPIONSHIP CUP WINNER IN 1953.

the granting of the necessary visas, and at the date of writing (August 24) these models were not yet on exhibition. The premier award of the Exhibition, the Duke of Edinburgh Trophy, was won by the steam-driven galloping horses roundabout made by Mr. H. Slack, of Chapel-en-le-Frith, Derbyshire. This is a famous and well-known model, which won a Championship Cup in 1953. It was the largest exhibit, with a diameter of 6 ft. 8 ins., weighing 51 cwt. and valued at £1000. It took 9000 working hours (spread over nine years) to

## LILLIPUT: MASTERPIECES OF CRAFTSMANSHIP THE 31st "MODEL ENGINEER" EXHIBITION.



A PRESENT-DAY MODEL OF THE PAST'S IDEA OF THE FUTURE: MR. J. N. CLANCEY'S MODEL OF THE SUBMARINE WHICH JULES VERNE'S CAPTAIN NEMO COMMANDED.



A ROYAL BARGE FOR A FAIRY QUEEN: A WORKING MODEL OF THE VOSPER ROYAL BARGE, BUILT BY MR. F. D. SKINNER, OF CARDIFF.



IN THE SECTION DEVOTED TO NON-WORKING ENGINEERING SCALE MODELS: A TREVITHICK LOCOMOTIVE OF ABOUT 1803, MADE BY MR. C. H. TOOGOOD, OF SUDBURY, AND ADMIRER BY A RAILWAYMAN OF TO-DAY.

complete; and it appears in the film sequence which introduces the B.B.C.'s Television programme "Whirligig." Of the various sections of the Exhibition, the Marine Section was probably the most striking and of the highest standard in craftsmanship and finish, although, naturally, there were many remarkable achievements in the Railway and General Engineering Sections, and a small class of the last-named, that for Mechanically-Propelled Road Vehicles, contained some very fine work. The modellers who have been exhibiting are



A WORKING MODEL OF A GREAT NORTHERN 4-2-2 EXPRESS PASSENGER LOCOMOTIVE AND TENDER, SCALE 1/2-IN. TO 1 FT., MADE BY C. G. S. BUIST, OF ALNMOUTH.



LEVIATHAN AMONG THE MINNOS—AND, EVEN SO, REDUCED TO A SCALE OF 1/4-IN. TO 1 FT.: A MODEL OF THE *QUEEN ELIZABETH*, BY MR. WILLIAM E. FRYOR.



THE CHIEF JUDGE OF MARINE MODELS, COMMANDER CRAINE (LEFT) EXAMINES THE SMALLEST MODEL, A TRAWLER, 1 1/2 INS. LONG, MADE BY MR. J. M. SALTER, OF KILBURN (RIGHT). THERE WERE 32 ENTRIES IN THE CLASS FOR MARINE MINIATURES.

drawn from the widest range of trades and professions and from all age-groups, the youngest being ten-year-old Adrian John Bombard, of North Harrow, who showed a wooden waterline model of H.M.S. *Vanguard*; and the oldest, eighty-seven-year-old Mr. E. Baynes Rock, of Bexhill, who was showing a model of a Lowestoft trawler. The most valuable exhibit was the £3000 John Fowler Road Locomotive with dynamo generating its own lighting, made by a seventy-year-old engineer, Mr. S. T. Harris, of London, N.W.2.





## THE WORLD OF SCIENCE.



**L**YNXES are essentially inhabitants of the Northern Hemisphere, living mainly in northern climates or at high altitudes, often where winters are severe and where their broad feet give an advantage in spreading the animal's weight on the icy crust of the snow. They average  $3\frac{1}{2}$  ft. in length and are found from Europe, through Northern Asia, as far south as the Himalayas, and in North America. The European lynx was formerly widespread in the west, as far as the Alps and the Pyrenees, but as a result of its raids on sheep and goats, it has been largely wiped out. It is now scarce in most parts of Europe and cannot hope to survive in the face of close human settlement. The smaller Spanish lynx is more heavily spotted. In North America there are two species, the large, long-haired Canada lynx, almost unspotted, living in the northern woods and colder climates, and the bobcat or wild cat, formerly also known as the red lynx, of the more southern parts of the U.S.A. It is smaller than the Canada lynx, and more adaptable, so that while the Canada lynx, like the European, tends to disappear with the advance of human settlement, the bobcat continues to exist in fair numbers in settled country because, largely, it can find cover more easily, on account of its smaller size, and also because it can live on smaller prey.

There is a relative of the lynxes, however, living in the Southern Hemisphere, the caracal or desert lynx. Like the true lynxes, it has conspicuous ear-tufts, the long legs and a short coat, of uniform, unspotted rich reddish-fawn. Its tail also is short, but not so markedly so as in its northern relatives, and it measures 10 ins. long against the total length of head and body, which is 27 ins. One feature in which it differs from the true lynxes, however, is in lacking their characteristic cheek ruffs. Another distinction is seen in its habitat, for it prefers the open savannah and semi-deserts, where it preys upon any mammals and birds it can catch. There are other differences which are worth examining, but there is yet another similarity with the true lynxes, in the way it is disappearing.

At one time, the caracal ranged through most of Africa, except for the equatorial forest area, through Syria, Arabia, Iraq, Persia and westwards to the Bay of Bengal. In many parts of this range it is now extinct and over most of the others it has become rare. It is perhaps no more than a coincidence that its range was practically that of the lion, which has also suffered this drastic reduction, and the fate of the two also provides a close parallel. This is probably for similar reasons, because both clash with human interests, both being flesh-eaters and therefore a menace to man and his stock, although we may suspect that needless killing may partly account for the diminution in the numbers of the caracal.

Although the caracal is not a true lynx, by modern zoological standards, it is historically the one most closely associated with this name. It was known to Aristotle and other Greek writers, and, although it was unknown to the Latin poets, who seemed to have had little precise idea of the animal, its characteristics were linked with certain attributes of the god Bacchus. It also appears that the term lynx-eyed was first derived from or associated with the caracal. The anomaly contained in this historical review is best explained by a search of the literature.

### DWINDLING CARACAL.

By MAURICE BURTON, D.Sc.

Lynxes, in general, have always been accepted as members of the cat-family. A hundred years ago, or even less, we find all of them referred to the genus *Felis*, the European lynx being *Felis lynx*, and the caracal, *Felis caracal*. With advances in the knowledge of anatomy, both were

later placed in a separate genus, *Lynx*, and later still the true lynxes and the caracal were further estranged, the latter having reserved for it a solitary position in the genus *Caracal*. So, by mere strokes of the pen the two cats, *Felis lynx* and *Felis caracal*, become not half-brothers but second cousins under the names of *Lynx lynx* and *Caracal caracal* respectively. There is in this nomenclatorial sequence almost a touch of humour; but there is also an indication of something else.

In it we have documented something of the relationship between the lynxes, whether true lynxes or caracal, and the true cats; and we also see in it what is in some respects a lamentable deficiency in the trends of zoological knowledge.

As to the relationships within the cat-family, we see in these changes in the names the indication that lynxes are not cats but something apart from the lions, tigers, leopards and domestic pussy. Here is, however, where the caracal comes into its own, for it is now found to constitute a link between the two groups. Its skull is characterised by the shortness of the face and there are two premolars in the upper jaw, while the flesh teeth of the lower jaw are distinguished by the presence of the rudiments of the heel which is found fully developed in the hyena, another member of the cat-family. In other ways, also, the caracal shows affinities with the jungle cat; so that although not a true lynx, it forms a bridge in the family tree between the true lynxes and the true cats.

This leads to the second point, for while the advances in our knowledge of its classification have been marked, and so, to an extent, have those in our understanding of its anatomy, there seems to have been little addition to the information on the caracal as a living beast, over the last 2000 years. In this, the caracal is not peculiar. Too often we find that an animal is fast disappearing from the face of the earth and that we have achieved little more than a nodding acquaintance with it. In this instance, it is surprising how similar, and how meagre, are the details given of its habits and mode of life, whether the book consulted was written in 1850, 1900 or 1950. Lydekker, writing in 1910, said: "There appears to be little information with regard to the habits of the caracal in Africa, and only a scant record of its mode of life in India."

All writers agree that the caracal is extremely swift and agile. It preys upon gazelles and smaller mammals, including species of small deer, and on a variety of birds, including cranes and peacocks. Further than this, it has had the nickname of the "lion's provider," for what reason is not precisely clear, for it seems to have been based upon its habit of dogging the lion's footsteps and feeding on its kill. According to Temminak, caracals hunt in packs, running down their prey like the hunting dogs. At one time they were taken young and trained for the sport of Indian rulers, in much the same way as the cheetah, except that the caracal was not expected to pursue the game for any distance. The favourite sport was to loose a caracal, or a pair of caracals, near a flock of tame pigeons feeding on the ground, to see how many would be struck down as the flock rose in alarm. Anything up to ten pigeons would be killed by each of the attackers before they could become airborne, or as they rose, for a caracal can spring up to 6 ft. from the ground to claw down flying prey.



REPRESENTING A LINK BETWEEN THE TRUE CATS AND THE NORTHERN LYNXES IN CERTAIN FEATURES OF ITS ANATOMY: THE CARACAL, WHOSE EARS ARE A PROMINENT FEATURE NOT ONLY BY VIRTUE OF THE LONG PENCILS OR TUFTS OF HAIR BUT BY THE CONTRASTING COLOURS, BLACK ON THE OUTSIDE AND WHITE INSIDE. THE NAME CARACAL IS SAID TO BE DERIVED FROM THE TURKISH MEANING "BLACK EARS."

Photographs by Neave Parker.



FEELING SLEEPY: THE LYNX-LIKE CARACAL OF SOUTHERN ASIA AND AFRICA WHICH IS "SECOND COUSIN" ONLY TO THE TRUE LYNXES OF THE NORTHERN HEMISPHERE. IT HAS THEIR CHARACTERISTIC EAR-TUFTS AND IS LIKE THEM IN BUILD, BUT LACKS THE CHEEK RUFFS OF THE TRUE LYNX.



# GUESTS OF THE GREEK ROYAL FAMILY: EUROPEAN ROYALTIES ON HOLIDAY IN CORFU.



THE COUNTESS OF PARIS AND SOME OF HER CHILDREN IN THE ISLAND OF CORFU, WHERE THEY WERE STAYING AS GUESTS OF THE KING AND QUEEN OF THE HELLENES.



THE ROYAL HOST AND HOSTESS: KING PAUL AND QUEEN FREDERIKA OF THE HELLENES. BEHIND, PRINCESS BEATRIX OF HOLLAND.



WITH THEIR DIFFICULTIES SOLVED: QUEEN JULIANA (LEFT) AND PRINCE BERNHARD (THIRD FROM LEFT) GREETED BY THEIR GREEK ROYAL HOSTS.



QUEEN FREDERIKA OF THE HELLENES (LEFT) EMBRACES QUEEN JULIANA WHEN THE LATTER FLEW TO CORFU.



IN CORFU: (L. TO R.) PRINCE SIMEON OF BULGARIA; UNIDENTIFIED; PRINCESS MARIE-LOUISE OF BULGARIA; THE CROWN PRINCE OF GREECE.

On August 19 a total of some 110 members of the Royal or ex-Royal families of Holland, Denmark, Germany, Greece, Rumania and Luxembourg arrived at Corfu from Venice in the 5500-ton Greek liner *Achilleus* for a stay as guests of King Paul and Queen Frederika of the Hellenes and for a Mediterranean cruise. Mr. Niarchos, the Greek shipping magnate, is reported to have financed the cruise to the extent of £15,000. Earlier in the month it



A NIECE OF THE DUKE OF EDINBURGH, HIS THREE SISTERS AND THEIR HUSBANDS: GUESTS OF THE GREEK ROYAL FAMILY IN THE ISLAND OF CORFU.

was reported that Queen Juliana of the Netherlands and Prince Bernhard had declined an invitation to attend owing to the current political and constitutional crisis in Holland. On August 24, however, the report of the three-man commission had cleared the situation and the Queen and Prince Bernhard announced that they looked forward to the future with confidence; and the same day they flew to join Princesses Beatrix and Irene in Corfu.



## TELEVISION FOR TRAFFIC CONTROL AND TELEPHONING; AND AIR NEWS.



(Left.)  
TELEVISION AND  
TELEPHONE COM-  
BINED: "PICTURE-  
PHONE" EQUIPMENT  
WHICH ENABLES  
CALLERS TO SEE EACH  
OTHER WHILE TELE-  
PHONING.

The Bell Telephone Laboratories in New York are experimenting with equipment which would enable a telephone caller to see the speaker at the other end of the line in a small television screen. It is hoped to reduce both size and cost of the present models.



(Right.)  
A DIFFERENT TYPE  
OF TELEPHONE-CUM-  
TELEVISION ON WHICH  
EXPERIMENTS ARE  
BEING CARRIED OUT  
IN THE BELL TELE-  
PHONE LABORA-  
TORIES, NEW YORK.



USING TELEVISION TO HELP CONTROL TRAFFIC: ONE OF THE CAMERAS USED IN THE RECENT EXPERIMENT CARRIED OUT IN DURHAM. A policeman in the centre of Durham, standing before a small television screen in a special traffic control booth, was enabled, in recent experiments, to see what the traffic situation was at important points in the city well beyond his range of vision.



THE TELEVISION SCREEN IN THE DURHAM TRAFFIC CONTROL EXPERIMENT: A VIEW OF TRAFFIC IN A DISTANT PART OF THE CITY.



LOOKING LIKE A FLYING SAUCER ON AN AEROPLANE: NEW RADAR EQUIPMENT, DESCRIBED AS THE FARTHEST-SEEING RADAR EVER FLOWN, BEING TESTED IN AMERICA. THE 30-FT. DOME HAS LITTLE EFFECT ON THE AIRCRAFT'S STABILITY AND RESPONSE TO CONTROL.



THE "FLYING MATTRESS": A NOVEL FLYING MACHINE WITH INFLATED RUBBER DELTA-SHAPED WINGS. ITS MAXIMUM SPEED IS 68 M.P.H., AND, WITH THE WINGS DEFLATED, THE FUSELAGE CAN BE TOWED BY AN ORDINARY CAR. THIS TINY TWO-SEATER CAN TAKE OFF IN A DISTANCE OF ONLY 70 YARDS.



# FROM THREE-LEGGED BOATS TO TRACTOR-DRAWN HORSES: A TOPICAL MISCELLANY.



A THREE-LEGGED BOAT ON TIP-TOE. IN THIS EXPERIMENTAL-CRAFT, AT HAMBURG, THE PROPELLERS ARE ON THE FRONT OF THE TWO FORE-LEGS AND PULL THE BOAT FORWARD.

We illustrate here an interesting three-legged boat designed by a Hamburg engineer called Friedrich Wendel. It weighs 3½ tons and is powered by two V-8 90-h.p. engines which drive two propellers at the front of the two fore-feet. When at rest the boat is reported to sit conventionally on the water, but at full speed (about 35 m.p.h.) to rise until it is riding on the small wings beside each foot. Steering is controlled from the back foot.



THE EXPERIMENTAL THREE-LEGGED BOAT, LIFTED OUT OF THE WATER TO SHOW THE "FEET" AND THE WINGS ON WHICH THE BOAT RIDES AT SPEED. AT REST THE BOAT SITS CONVENTIONALLY ON THE WATER.



REFUELLING A TRANSCONTINENTAL HELICOPTER: AN INCIDENT DURING THE RECORD FLIGHT OF A U.S. ARMY HELICOPTER FROM SAN DIEGO, CALIFORNIA, TO WASHINGTON, D.C.

On August 24 a U.S. Army helicopter, a Piasecki H-21 *Work Horse*, landed at Washington, D.C., after flying 2610 miles non-stop in 31 hours 40 mins. from California. With the use of a newly developed technique, the helicopter was four times refuelled in mid air.



TO BE DEDICATED AS A MUSEUM FOR THE AGORA ANTIQUITIES: THE RECONSTRUCTED STOA OF ATTALOS IN ATHENS.

The work of the American School of Antiquities in Athens in excavating the ancient Agora is to be crowned on September 3 when King Paul of the Hellenes is to dedicate the reconstructed Stoa of Attalos (first built some 2100 years ago) as a museum to house the finds made on the site.



HOW ONE MAN CAN EXERCISE THIRTY HORSES AT THE SAME TIME: AN INGENIOUS DEVICE DEVELOPED BY A DUTCH HORSE TRAINER, WILLEM H. GEERSEN, TO MEET A LABOUR SHORTAGE.



A CLOSE-UP OF THE HORSE-EXERCISING APPARATUS, SHOWING THE ENDLESS TRACK AND THE WHEELED TROLLEY WHICH CARRIES THE RING TO WHICH THE INDIVIDUAL HORSES ARE ATTACHED.





# THE WORLD OF THE THEATRE.

## NORTH AND WEST.

By J. C. TREWIN.



IT is seven or eight years now since I sat first at this Edinburgh Festival window, and every year's return is a deeper joy. It is not a window in Edinburgh itself. After one's earliest seasons it is better (so I feel) not to stay within the city: then every afternoon, on approaching it, one finds its surprise perpetually

The answer, alas, is clear. George Scott-Moncrieff, who has devised "Pleasure of Scotland," and Anthony Besch, its producer, have offered what they call "an entertainment of traditional Scottish dancing, singing, and piping." The scene is the great platform-stage of the Assembly Hall. Many of the artists—Gaelic singers, for example, a

artists again, unfettered—I hope that Highlands and islands, the whole magical world of Scotland, will be allowed to express itself without a director's too-anxious hand. Then, at the close, we might leave the Assembly Hall with the strange wistfulness of those prolonged Gaelic songs lingering in our minds. As it was, I felt—and, I agree, most strangely—that to drive home by the darkling Forth towards castle and dovecote and the quiet tapestried woods, was to return from make-believe to the true Scotland.

I think somehow that, if she had been bred in the Highlands or the Hebrides, her parents would have taken a very firm hand with the girl Josephine who is at the centre of Sally Benson's play, "The Young and Beautiful," at the Arts Theatre. Josephine is a seventeen-year-old Chicago coquette—we must now plunge West—in the year 1915: a tiresome, self-dramatising creature with a mind set perpetually upon her own conquests and "romances." We have met Josephines before. This one, acted uncompromisingly by Lois Smith, is certainly a full portrait, and, loyally, Miss Smith has mitigated nothing. It is by no means an important play, not, I think, especially distasteful—as a few of my colleagues have hinted—but just unnecessary. If Josephine had been brought up in Scotland instead of in Chicago, the play would never have existed. We can regard the piece as a close exploration of tribal rites in the Chicago of forty years ago.

There are mildly amusing passages, and, during the last five minutes, a passage of oddly sudden emotion that Miss Smith (who created the part in New York) manages with the sharpest effect. In such a play as this it is natural, I suppose, to turn with relief to the more likable and the more eccentric figures; and it may be that Miss Smith's performance will be under-valued. It is fortified by some ample subsidiary playing, and one young man, Brian Bedford, as a local exhibitionist who will grow, I am afraid, into a horrible adult, has a wit and style that make



THE OPENING PRODUCTION AT THE EDINBURGH FESTIVAL: "PLEASURE OF SCOTLAND," SHOWING THE FINALE OF THE ENTERTAINMENT OF TRADITIONAL SCOTTISH SONGS AND DANCES, DEVISED BY GEORGE SCOTT-MONCRIEFF, ON THE PLATFORM-STAGE OF THE ASSEMBLY HALL OF THE CHURCH OF SCOTLAND.

fresh: the feeling, while one comes up the river line, the estuary of the Forth, that the road will pierce the heart of a great crag. Suddenly, inside it will open out the Old Town and the New, the cloud-borne Castle, the uplifted Crown of St. Giles, the glories of ridge and wynd and square.

But I am not here to write yet again of the Edinburgh scene—for, after ten Festivals, one stumblingly repeats oneself—or, in fact, of the scene from my window. Let me say merely that they have cut down the trees beside the mediæval dove-cote. Otherwise, the view is the same, with the castle's noble ruin still defiant upon its knoll, and the chestnuts, elms, and sycamores before it in a great screen of leaves so quiet this morning that they seem to be in brocade against the sad, grey stone.

It is very peaceful here, just as it was a day or so ago when we seemed to be the only people down upon a beach that Stevenson speaks of in "Catriona," all fine yellow sand and tumbled dune, the Fife coast a gleaming line in the background far behind the holed island of Fidra. In that morning's rare sun—rare, at least, in this strange summer—the Royal yacht had just passed up the Forth. We had, alas, missed her, but we seemed to catch the cheering that would follow her from the Lothian shore.

Out here we feel, as in Edinburgh itself, the pressure and the glow of Scottish history. We found it, too, yesterday when we paused in the moist noon to lunch at an inn under the Pentlands that was kept, about a century and a half ago, by someone Scott called "a notorious slattern," and that now, under new management (hardly a necessary phrase, perhaps) is one of those exciting finds it is always possible to make in Britain. (The welcome is Scottish; the fare Danish.)

So far, you will have observed, no word about the Festival itself. I hope to have more to say next week. By then I shall have seen Dylan Thomas's "Under Milk Wood," the core of the tenth Festival's drama. For once my first night—this year at the Assembly Hall of the Church of Scotland—was not very happy, though the title, "Pleasure of Scotland," had promised much. One sits now and asks, as Alexander the Great did in the Rattigan play, what went wrong.

Everything has to be hidden, as it were, beneath a crust. Simplicity becomes artifice. What, if left alone, is clear and true and haunting is stifled for us by "production," by the resolution of the brightly-costumed auxiliaries to act furiously, to substitute the pains of self-conscious performance for a natural and honest response.

It is disappointing to sound so unappreciative of so inherently Scottish an entertainment. But I have rarely seen a more promising night more thoroughly spoiled by a resolve to impose upon life the least persuasive forms of theatre. Let me try, simply, to remember with pleasure the slow Gaelic singing of Jean Mackenzie, the "waulking songs" of Lewis—Island women's ritual during the shrinking of the tweed—the Hebridean dancing of Katie Ann Haggerty, the singing (to her harp) of an Irish visitor, Mary O'Hara, the cheerful bothy ballads of James Macbeath, and the last lament of "The Bonny Earl of Moray," a lovely ballad that would have been so much better if it had not been elaborately and processionally produced. If the experiment is to be repeated—and it would be a genuine pleasure to hear these



"A CLOSE EXPLORATION OF TRIBAL RITES IN THE CHICAGO OF FORTY YEARS AGO": "THE YOUNG AND BEAUTIFUL" (ARTS THEATRE), SHOWING A SCENE FROM SALLY BENSON'S PLAY, WITH (L. TO R.) JOSEPHINE PERRY (LOIS SMITH), TRAVIS DE COPPET (BRIAN BEDFORD), MRS. PERRY (BARBARA LOTT), MR. PERRY (JACK ALLEN), LILLIAN (DUDY NIMMO), AND ED BEMENT (RICHARD RAPHAEL).

### OUR CRITIC'S FIRST-NIGHT JOURNAL.

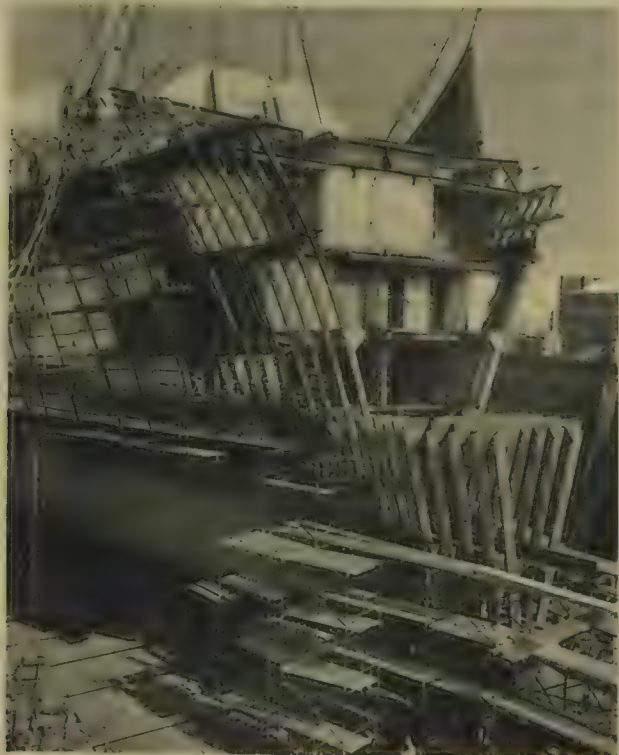
"THE LONG ECHO" (St. James's).—A serious and by no means insignificant play by Lesley Storm, with Joyce Redman in a particularly good performance of the wife of a vanished diplomatist. (Produced August 1; seen August 16.)  
 "THE YOUNG AND BEAUTIFUL" (Arts).—A full study of the various obsessions of a Chicago girl of seventeen, forty years ago. Unimportant; but elaborately detailed by both the dramatist (Sally Benson) and the principal actress (Lois Smith), whose performance is worth remembering. (August 15.)  
 "PLEASURE OF SCOTLAND" (Assembly Hall, Edinburgh).—The tenth Edinburgh Festival opens with a production that I have discussed on this page. (August 20.)

us wish to meet him again in a better part.

I began with a night of loyalty. I end with one of conflicting loyalties, "The Long Echo" (St. James's), which I missed while on holiday. My notice, I fear, may be an echo of a lost play, but I think Lesley Storm's treatment of a delicate problem—the dilemma of the wife of a vanished diplomatist—is serious enough to deserve some respect, though it does not become fully alive in a theatrical sense until the last act.



# THE OLD AND THE NEW: A PICTORIAL MISCELLANY FROM MANY LANDS.



IN THE BETHLEHEM STEEL CORPORATION'S YARD AT BROOKLYN: REPAIR WORK ABOUT TO START ON THE LINER *STOCKHOLM*. The bows of the Swedish-American liner *Stockholm*, which were severely damaged in the collision in which the Italian liner *Andrea Doria* sank, are being repaired at an estimated cost of \$995,000 in the Bethlehem Steel Corporation's Brooklyn yard. Bethlehem Steel submitted the lowest tender and also the quickest time for the repair job—namely, 100 days.



VISITING LONDON THIS MONTH: MR. MINTOFF, MALTA'S PRIME MINISTER, SEEN WITH HIS DAUGHTERS JOAN AND ANNE. Mr. Mintoff, Prime Minister of Malta, is due to visit London between September 4 and 8 to discuss economic questions at issue between Malta and Britain. On August 25 Mr. Mintoff addressed a large open-air meeting of his supporters outside Valletta. His speech was a mixture of reasonableness and threats about Malta's attitude if the British Government should fail to concede the Maltese their "rights" in the future.



LEAVING THE ROYAL YACHT AT STORNOWAY: PRINCESS ANNE TURNS TO SMILE AT THE DUKE OF CORNWALL. The Duke of Cornwall and Princess Anne had a particularly memorable day during the recent tour of the Western Isles when they visited Tiumpan Head Lighthouse on Stornoway on August 18. The Royal children were entertained by the lighthouse keeper, and his staff. The Duke of Cornwall, to his delight, sounded the foghorn. This he repeated later after the arrival of the Queen and the Duke of Edinburgh.



TWO DAYS AND NIGHTS BEFORE THE BOX OFFICE OPENED: PEOPLE WAITING OUTSIDE THE ROYAL OPERA HOUSE, COVENT GARDEN, TO BUY TICKETS.



CAMPING NEAR THE ROYAL OPERA HOUSE: BALLETOMANES SITTING IN A TENT DURING THEIR WAIT FOR TICKETS FOR THE SOVIET BALLET. Some indomitable queuers waited outside the Royal Opera House, Covent Garden, London, for three days and nights in an attempt to get tickets for the Bolshoi Theatre Ballet's season in October. Mattresses, blankets and deck-chairs cluttered up the entrance to the Opera House as the queue grew. The box office opened on August 27.



(Left.) NOW REPORTED DECIPHERED: THE CELEBRATED INSCRIPTION ON THE SUPPOSED TOMB OF ROMULUS IN THE ROMAN FORUM.

An Italian philologist, Professor Licinio Glori, claims to have deciphered the inscription on the black stone found in 1899 on the supposed tomb of Romulus in the Roman forum. Professor Glori believes that it dates back to about the eighth century B.C., and must, therefore, be considered the oldest surviving Latin inscription.



BROUGHT TO LIGHT BY FLOODING IN THE AREA OF MELSUNGEN, IN HESSE: A HUMAN SKULL BELIEVED TO HAVE BELONGED TO A "NEANDERTHAL WOMAN." Almost exactly a hundred years after the discovery of the famous Neanderthal Man, a Hessian schoolmaster has discovered a skull, which is thought to have belonged to a "Neanderthal woman," aged about forty. The skull, which was revealed by flooding, is over 120,000 years old.



## NOTES FOR THE NOVEL-READER.

## THE NOVEL OF THE WEEK.

THIS is a week of strange, or partly strange, stories; and the strangest, the one that really gets one guessing, is the "modern" one. However, in what may be called the spirit world new messages are far harder to find than new ways of putting them; and I rather suspect that "Jamie is my Heart's Desire," by Alfred Chester (André Deutsch; 15s.), has most of its oddity on the surface. A strikingly brilliant, sophisticated and yet weird surface. The narrator, Harry Sutton, works in a New York "funeral parlour": not just by chance, but because he has no feeling against it. He confronts dead bodies with the same lack of concern as living ones, and on the same ground: a conviction that soul is hooey, and that the excellent, because nonsense-free, life is that of his orange cat. Harry has the blank nonchalance and dyed-in-the-wool honesty of Camus's "Outsider," though without the subnormal, almost subhuman bleakness. And he has three intimates. Wallace, a novelist, seems full of response to everything; but it is only aesthetic appetite. He refuses to be "distracted"; and he is as convinced as Harry that nothing means anything. Then there is big, drooping Emily—pining to "live," yet irrecoverably distracted by her Welfare job, and family claims. And Tess, who is simply Harry's girl. He doesn't love her, of course; love is another of those wearisome figments, like soul and God. . . .

Over against them is the odd youth named Mark, who used to haunt the funeral parlour, because death is such a mystery. And not only death; in Mark's eyes, everything is baffling and symbolic, food for the Poet who will eventually "take him over." Meanwhile, his prentice verses are full of a mysterious, adored Jamie, whom he explains as his brother. And now we come to the parable. One day, there is a stink from behind his locked bedroom door. The neighbours come surging up; but Mark ignores them. It is Wallace who finally gets the key, to reveal a davenport with a rose-silk pillow, and two tall candles burning behind it. Whereupon they all crowd round, sobbing and praying for the beautiful "deadnotdead" boy—Jamie at his last gasp. Wallace has soon tired of this; Emily is rapt with crusading sympathy. But to Harry, the davenport is empty. He has a blind spot; this time, he has to recognise it. And yet he can't bring himself to own up. Henceforth, it is a matter of life and death that he should see Jamie.

And there is only one way: through love. Through Tess, the "outsider" begins to contract a soul: the soul that has just died on Mark. At least that was my reading. The phantasmagoric Jamie-scenes are open to question—but not the vividness and originality.

## OTHER FICTION.

I said strange stories—yet actually "Turn to the Dark," by A. S. Mopeli-Paulus and Miriam Basner (Cape; 16s.), in spite of its tribal Africans, magic and ritual murder, is completely rationalistic. It is the Basuto author's second appearance; and it may suffer from the priority of "Blanket Boy's Moon," which had also a ritual-murder plot, and had more drama, variety of scene, and didactic brilliance. This one is laid wholly in Basutoland. Lesiba has been away at the mission college, but he walked out during a strike, and is not going back. He now wants to be an ordinary tribesman, get himself circumcised—if necessary, in defiance of his father, the village minister—and marry Lineo. All this comes off, and his schooling promotes him to the Chief's council. As a result, he is involved in ritual murder—put over by the wicked *ngaka* as self-defence—and then betrayed to the police. And though his story does not, like Monare's, end on the gallows, neither does it end happily; we feel there can be no happy ending in Basutoland. Obviously, this tale is in part the same again; yet it has a different and deeper charm. Indeed, there is an effect of song all through: the sense of being carried away on a quiet river, not—as in "Blanket Boy's Moon"—watching a cinema screen.

"The Witch and the Priest," by Hilda Lewis (Jarrolds; 12s. 6d.), returns us to all-out weirdness. It is a prolonged colloquy between the ghost of an accused witch and the parson who sent her up for trial, and is now tormenting himself with doubts. In one sense, these are uncalled-for. Joan Flower did practise witchcraft, and recruit her two daughters, who were hanged; so she can bring in crimes, orgies, and the Devil in person. On the other hand, suspects were horribly used, and often innocent; and so we get it both ways. A gripping "case-history" and a remarkable *tour de force*.

"Bedrooms Have Windows," by A. A. Fair (Heinemann; 12s. 6d.), is, of course, another Erle Stanley Gardner in his Cool and Lam incarnation. Here, Donald Lam gets himself picked up by a miniature honey-blonde, and left at an auto court with a stolen car in the vicinity of a fake suicide-pact. That time, the rhinoceros-like Bertha Cool can just come and get him. But much heavier action is required when he is already in handcuffs for even closer proximity to another corpse. Plenty of zip, puzzlement and official brutishness.

## CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

I DON'T often hark back over a whole year, but here is a game, played in the U.S. Open Championship, Long Beach, California, last August, which has been slowly "growing on me" since I first saw it. Reshevsky, the strongest player not only in America but in the whole Western world, has worked out a clever new method of meeting one of the worst attacks with which the Sicilian Defence can be confronted.

Emerging with an excellent game from the opening, he perpetrates a most ingenious blunder which should have lost his queen. A blunder so ingenious that his opponent overlooks it as well.

## SICILIAN DEFENCE.

LAPIKEN White	RESHEVSKY Black	LAPIKEN White	RESHEVSKY Black
1. P-K4	P-QB4	5. Kt-QB3	P-KKt3
2. Kt-KB3	P-Q3	6. B-K3	B-Kt2
3. P-Q4	P×P	7. P-B3	
4. Kt×P	Kt-KB3		

This is it. White now intends to play Q-Q2, castle on the queen's side, then hurl his KKtP and KRP headlong at the black king's position.

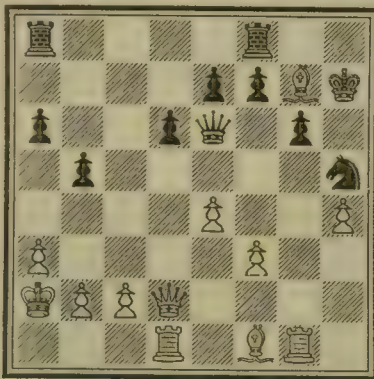
7. . . . . Castles 8. Q-Q2 P-QR3  
Hitherto, it had been regarded as axiomatic that Black's only hope was to throw his forces as violently at White's king as White's were being thrown at his. On no account—here spake the classics with great emphasis—should Black advance to meet White on the wing where he is himself threatened; to do so would only ease White's task.

Reshevsky's plan, however, is to do just this: . . . P-KR4 is to be played, totally unexpectedly. To be able to play this compromising move just when it throws a spanner right in the works, Black has to prepare for it with exceptional accuracy. 8. . . . P-QR3 is the first step . . .

9. Castles P-QKt4 11. P-KKt4 Kt-B3  
10. P-QR3 B-Kt2 12. P-KR4 P-KR4!  
For years Black in this variation has been hurrying to utilise the last four moves to play . . . Kt-B3 (as here, of course, but . . .) . . . Q-QR4, . . . Kt×Kt, B×Kt (by White) . . . B-K3 and . . . QR-B1.

Reshevsky has deliberately adopted quieter tactics so that there shall NOT now be a bishop on White's Q4, which, by capturing Black's KKt now, could become a nuisance.

13. P×P	Kt×RP	17. B×Kt	B×Kt
14. R-Kt1	K-R2	18. B×B	B-R7ch
15. K-Kt1	Q-B1	19. K×B	Q-K3ch?
16. Kt-Q5	Kt×Kt		



White now answered placidly 20. K-Kttr and eventually scraped a draw. By the apparently crazy 20. B-B4! he could have won (Reshevsky should, of course, have played simply 19. K×B and, with White's attack blocked, would have had the better game). The point is that White, if given the chance, can mate in two moves starting Q-R6ch. Black, his queen attacked, must play 20. . . . Q×Bch. Now comes 21. P-Kt3!, and what is he to do?

There has been many a chuckle of merriment over this position throughout the world, as people have realised its piquancy!

K. JOHN.

## BOOKS OF THE DAY.

## THE XVIIITH CENTURY; AN EXPLORER; ESSAYS AND THE GEISHA.

UP to thirty years ago, the seventeenth century in England had been long neglected except by dull dons. The Whig view of history ruled supreme, and the Popish plot was accepted at its face value as seen by contemporary seventeenth-century propagandists. Then, largely through Sir Arthur Bryant's "Pepys" and his excellent "King Charles II," interest quickened in this forgotten, confused and confusing period. Since then the ground has been well worked over, a lot of misconceptions have been cleared away and, if anything, the pendulum has tended to swing almost too far away from the Whig interpretation. No one now, as Mr. William McElwee says in "England's Precedence" (Hodder and Stoughton; 21s.), believes that there was a Popish plot, but if Charles II's reputation as one of the ablest kings we have ever had remains unaffected by the "reaction from the reaction," James II gets sillier the more one studies him: Mr. McElwee is that rarest of birds—a history don who can write, and write very well. His book takes its title from Milton's: "Let not England forget her precedence of teaching the nations how to live," and its theme is the mixture of curious chances which led to the final extinction of the ancient monarchy and the creation of the constitution and of that outlook on life which has produced the England we know to-day. The result is that Mr. McElwee has brought off the remarkable feat of not merely providing a first-class text-book for his young Stoic scholarship candidates and their rivals in other schools, but one of the best and most readable of the many histories of seventeenth-century England which have appeared.

Mr. McElwee had already made a name for himself as a young historian when we were at Oxford. Mr. Peter Fleming, the author of "My Aunt's Rhinoceros and Other Reflections" (Hart-Davis; 12s. 6d.), was then one of the last of the great Oxford "figures" with an acknowledged pre-eminence in so many different fields. It was not long after he went down before he established his reputation as a writer with his remarkable travel books. In this new book he reminds us how sad it is that the art of the essayist has largely disappeared. For most of these delightful essays have appeared under his pseudonym of "Strix" in the *Spectator*, one of the last homes of this declining literary art form. Mr. Fleming is a rarity among literary men in being a whole man. That is to say, he can discourse as happily on snipe shooting as on French literature. He has some splendid prejudices (perhaps I think of them as such as they are also mine!) and he is witty, deft and astringent. I warmly recommend this admirable little book as the perfect bedside companion. If my readers obtain as much pleasure from it as I have done, they will indeed be happy.

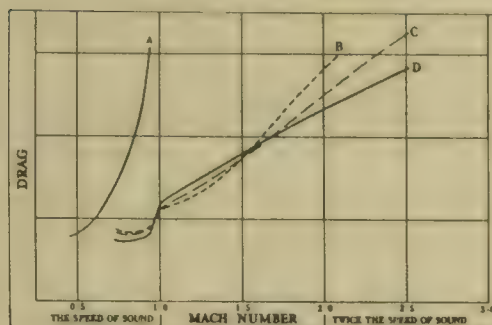
The Japanese are a baffling people. How does one reconcile the appalling and savage cruelties practised by them in the last war with the world of graceful accomplishments and exquisite æsthetic sensibilities portrayed in "Three Geishas," by Kikou Yamata, translated by Emma Crauford (Cassell; 16s.). As the author is at pains to point out, the Geisha is not, and never has been, a prostitute. She inhabited a *demi-monde* in old Japan (and I gather still does to-day) where the graceful accomplishments such as singing, playing the *samisen* and the correct pouring of green tea and *sahé* were esteemed as much as her capacity (for which she was also trained) for making witty and interesting conversation. The three Geishas described in this book are Okichi, who was detailed for high reasons of state to be the companion of Townsend Harris, the first United States Consul-General when Japan was being opened to foreigners, who fell in love with her master and broke her heart when he went away; O-Koi, "the Carp," the beautiful Geisha who became the mistress of Katsura, the great Prime Minister of Japan during the Russo-Japanese War; and Tsumakichi, the dancing Geisha, who made a new career for herself after the keeper of her Geisha house went mad and cut off her arms and the heads of all the other occupants. It is a world of exquisite kimonos, of formality and delicate beauty; a world which one can scarcely believe is inhabited by the same race which earned so terrible a reputation during the last war. To read of it is to understand why there are Nipponophiles.

Of the great explorers who have lent such lustre to this country's reputation, Sir John Franklin must surely be one of the greatest. As Mr. G. F. Lamb points out in "Franklin—Happy Voyager" (Benn; 35s.), the greatness of his achievements has been overshadowed by the nature of his death and the drama of his last famous and disastrous attempt on the North-West Passage. Few explorers can have seen as much action as did Franklin. It was not given to many sailors, even in Nelson's day, to take part in the battles of Copenhagen and Trafalgar, and in the unfortunate attack on New Orleans as well as Captain Dance's great exploit in setting Admiral Linois' squadron of men-of-war to flight in the Indian Ocean with his convoy of lightly-armed merchantmen. Mr. Lamb's book puts Franklin's magnificent achievements as an explorer, particularly in the Arctic, in their proper perspective—and well he does it, too.

E. D. O'BRIEN.



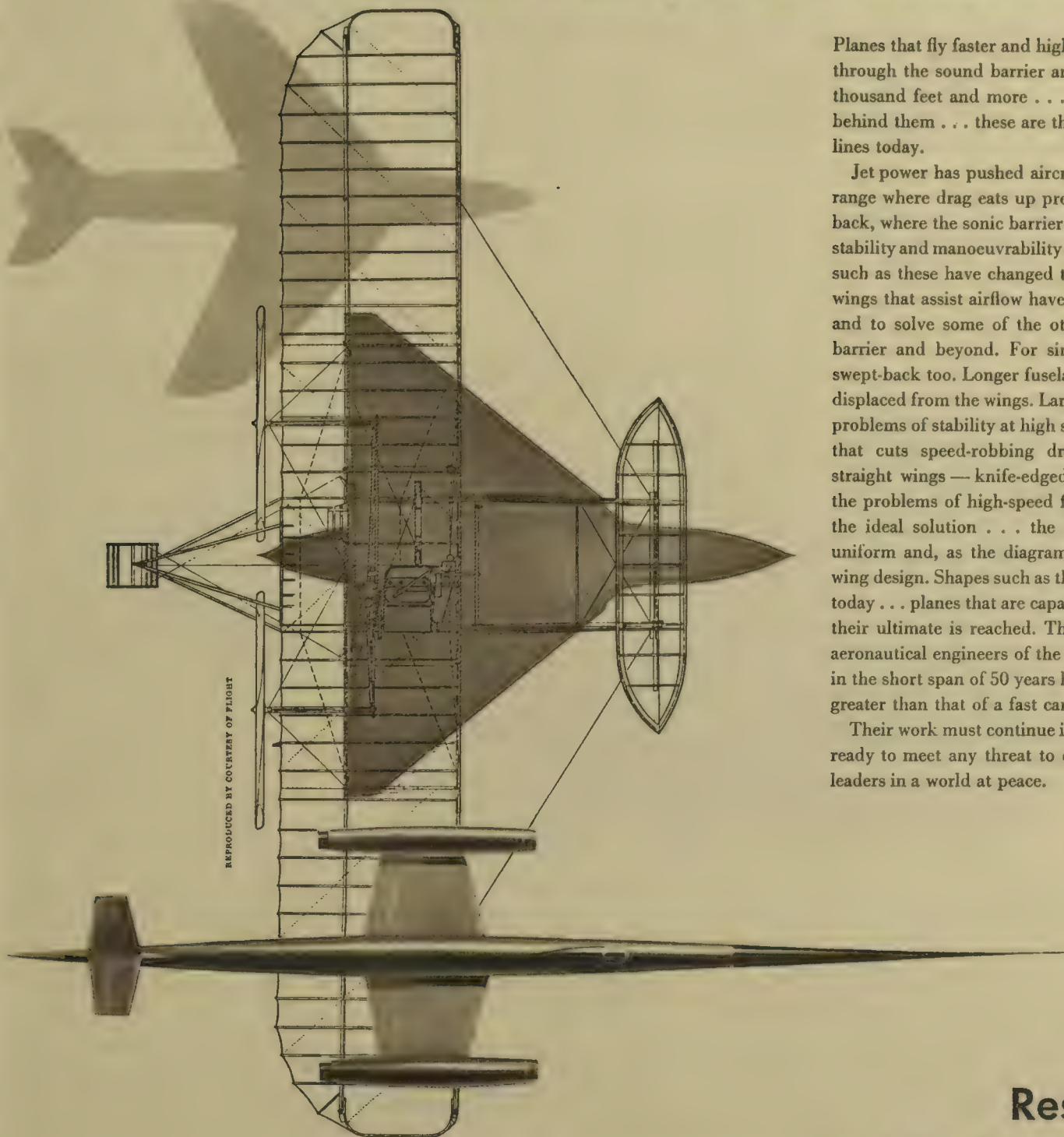
PROBING THE FUTURE OF AVIATION  
No. 1 in a series



This graph shows the variations in drag on delta, swept and supersonic straight wings from speeds a little below up to  $2\frac{1}{2}$  times that of sound. Drag is the air resistance to motion experienced by an aircraft in flight. The drag curve for a typical last war straight wing gives some idea of the progress made in wing design during the past decade.

- A WAR-TIME STRAIGHT WING
- B SWEPT BACK WING
- C DELTA PLANFORM

## Why have Aeroplanes changed their Shape ?



Planes that fly faster and higher than ever before . . . planes that fly through the sound barrier and beyond . . . planes that reach sixty thousand feet and more . . . planes with the punch of jet engines behind them . . . these are the machines coming off the production lines today.

Jet power has pushed aircraft into a new speed range . . . a speed range where drag eats up precious engine power and holds aircraft back, where the sonic barrier affects control, and where problems of stability and manoeuvrability add to the designers' worries. Problems such as these have changed the shape of aircraft. Thin, swept-back wings that assist airflow have helped to cut back the effects of drag and to solve some of the other problems of flight into the sonic barrier and beyond. For similar reasons tailplanes have become swept-back too. Longer fuselages accommodate fuel and equipment displaced from the wings. Large angular fins have solved some of the problems of stability at high speeds. The Delta is another wing form that cuts speed-robbing drag. Crescent wings and super-sonic straight wings — knife-edged and thin — are other approaches to the problems of high-speed flight. But no one wing form provides the ideal solution . . . the effects of drag, for example, are not uniform and, as the diagram shows, vary according to speed and wing design. Shapes such as these, plus jet power, make the planes of today . . . planes that are capable of tremendous development before their ultimate is reached. This development is the concern of the aeronautical engineers of the Hawker Siddeley Group . . . men who in the short span of 50 years have progressed from speeds not much greater than that of a fast car to beyond the speed of sound.

Their work must continue if we as a nation are to be equipped and ready to meet any threat to our existence, and if we are to remain leaders in a world at peace.

## Research at Hawker Siddeley Group

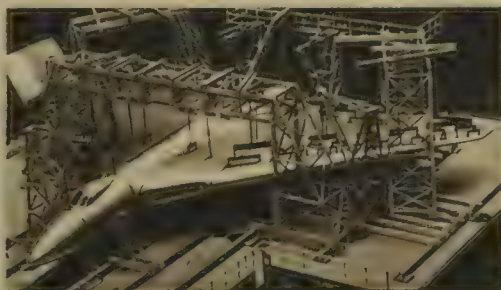
Pioneer...and World Leader in Aviation

18 ST. JAMES'S SQUARE, LONDON, S.W.1

In this high-speed laboratory wind tunnel a scale model of the Avro Vulcan showed designers how the world's first 4-jet delta bomber would behave in flight.



Complete planes are tested to destruction in the ceaseless bid to make aircraft safe. In this picture the Vulcan is undergoing fatigue tests on A. V. Roe's massive test rig.



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ARMSTRONG SIDDELEY • ARMSTRONG SIDDELEY (BROCKWORTH)  
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HIGH DUTY ALLOYS & in Canada: AVRO AIRCRAFT • ORENDA ENGINES  
CANADIAN STEEL IMPROVEMENT • CANADIAN CAR & FOUNDRY



## THE WORLD OF MOTORING.

### CAR OF THE MONTH—THE 3½-LITRE DAIMLER ONE-O-FOUR.

By LIEUT.-COLONEL A. G. DOUGLAS CLEAVE, B.Sc., A.M.I.MECH.E.

THE name Daimler is one of the oldest and most respected in the motor industry. For many years the Daimler car has been the epitome of dignified, comfortable and practically noiseless passenger transport. So it still is to-day, as a recent road trial of the 3½-litre *One-O-Four* saloon proved. To the old Daimler qualities, however, has been added one which the tempo of modern life demands, i.e., high performance, particularly the ability to accelerate swiftly and to maintain a high rate of speed without deterioration of comfort.

Indeed, the new *One-O-Four* is a 100 m.p.h. car which can get off the mark at traffic lights at least as swiftly as most other large cars, for from rest it will reach 30 m.p.h. in a fraction less than five seconds. In doing this, however, or in cruising with the speedometer needle round the 80 m.p.h. mark, it retains the other characteristics which have made the marque famous. Thus although the 6-cylinder, push-rod-operated, overhead-valve engine has the high compression ratio of 7.6 to 1 and develops 137 b.h.p. at 4400 r.p.m., nevertheless in so doing it remains smooth running and free from vibration.

The *One-O-Four* is definitely a large car, with a wheelbase of 9 ft. 6 ins. and a track of 4 ft. 9 ins. at the rear, the front track being 1 in. less. It is 16 ft. 4 ins. long and only 1½ ins. less than 6 ft. wide. Yet it is an easy car to handle either in traffic or on the open road, largely because of its special form of transmission. At the same time a comfortable driving position, with good all-round visibility, and conveniently located and smoothly operating controls also contribute their part.

The fluid flywheel and the Wilson pre-selector epicyclic gear-box have for long been much appreciated features of Daimler cars. Beneath the steering wheel and convenient for the driver's right hand is a curved lever moving over a quadrant which is marked from bottom to top for reverse, neutral and the four forward ratios. Movement of this lever to a gear position pre-selects the desired ratio, but engagement only follows when the gear-changing pedal is depressed by the driver's left foot and then released. There is no clutch pedal, and in no circumstances must the gear-changing pedal be used as a clutch pedal.

Driving is reduced to the simplest form. Before starting the engine the driver makes sure that the selector lever is in neutral position and that the gear-changing pedal has been depressed and released. He then starts the engine and moves the lever to second gear position, or first if on a hill, depresses and releases the gear-changing pedal and then depresses the accelerator as the handbrake is released. Other gear changes are made as required, keeping the accelerator partly depressed while making downward changes or releasing it for upward changes.

Manœuvring in a confined space is particularly easy if the hand throttle is set to give a fast tick-over and the car is held on the foot-brake. With first or reverse gear engaged as required the car can be moved with the utmost gentleness just by releasing the brake pedal and allowing the fluid flywheel to take charge. Extreme smoothness of operation is given by this fluid coupling, although an unskilful driver can still impart jerkiness to the car's progress by misjudging engine speed after a change of gear.

Although the driver feels that he is sitting high because of the good vision afforded by the wide curved screen, actually he has ample headroom. Even so the overall height of the car is only 5 ft. 3 ins. The angle of the deeply upholstered seat is well chosen for comfort, the leg room is adequate and there is a folding centre arm-rest for each front seat. With the arm-rests folded and the two seats level a third person can be accommodated in comfort. The rear seat provides even more space for three occupants when its folding centre arm-rest is not in use.

Instruments are conveniently grouped in the centre of the fascia, there being a revolution indicator in front of the passenger, the speedometer in front of the driver and the four small dials of clock, ammeter, petrol gauge and water thermometer between the two larger dials. I appreciate a r.p.m. indicator on a quality car such as the Daimler, but three other fittings on the fascia also pleased me, (1) the rheostat to control the intensity of the instrument lighting, (2) the control button for the screen washer, and (3) the petrol reserve control.

For a large car weighing nearly 40 cwt. laden, and capable of 100 m.p.h., it is essential that its road holding, steering and brakes be above suspicion. The orthodox independent front suspension by coil springs includes an anti-roll bar and in conjunction with the long half-elliptic rear springs it combines comfortable riding with a desirable degree of firmness. Although a big car, it could be taken at high speed into a bend with very little roll and with every confidence. The steering is light for such a large car with 6.50 in. by 16-in. Dunlop tubeless tyres, also it is unaffected by road shocks and self-centres adequately.

Brakes are Girling hydraulic, with two trailing shoes in the front drums and a Clayton-Dewandre servo to assist the driver in applying them. This has become a very popular system for fast and heavy cars because of its

great consistency of action and its freedom from brake fade. Certainly the *One-O-Four's* brakes remained smooth and powerful, however harshly they were used. The short and sturdy handbrake lever lies at the side of the driver's seat, but there is not too much room between the end of the seat and the door for the driver's hand to reach the lever.

In its appointments the Daimler reaches a high level. How nice it is to see the exquisite burr walnut woodwork used on fascia, window cappings and for the occasional tables in the backs of the front seats! A heater is, of course, provided, and fresh air entry is controlled by a lever under the scuttle. There are also ventilator panels in the front windows, while the quarter lights open as well. Sun visors are hinged in the front of the roof but would be more useful if reduced slightly in depth.

The appearance of the car is distinctive by reason of the fluted radiator, but at the same time its lines are handsome without being flamboyant. The four doors are hinged on their forward edges and the external door lock is fitted in the rear front position, because the unobstructed front seat allows the driver to use that door, and to avoid opening the offside door in busy city streets.

Considerable luggage accommodation is afforded in the large rear locker which has its lid counter-balanced for easy opening. An apparent fault is the difficulty of closing the locker lid—but this is because its dust sealing is so efficient that a really hard slam is necessary. In the rear side of the locker is a case carrying the small hand tools neatly nested. The spare wheel is carried beneath the boot in a tray which is lowered or raised with the aid of the wheel brace.

#### MOTORING NOTES

**TYRE DEVELOPMENTS:** Although tremendous improvements in tyre design and construction have been made during the past few years, it is still possible to experience a puncture or a blow-out. Happily, on British roads a blow-out is a rare experience, but it seems less of a rarity in the U.S., and the Goodyear Tyre and Rubber Co. has for many years offered a double-air-chamber tyre which has become well-known under the name Life-Guard and which prevents sudden deflation of the tyre in the event of a blow-out. Now a new tyre has been introduced by Goodyear known as the Captive-Air, which also has two compartments. Its construction has been made possible by the development of a specially processed nylon cord fabric, which is used to construct a two-ply inner tyre sufficiently strong to support a modern car for many miles. This forms an inner chamber which is inflated by a standard valve, and the outer chamber is inflated by a needle valve inserted in the side wall. Topping-up to replace a drop of air pressure is effected through the rim valve to the inner chamber only.

A new Dunlop tyre has also been introduced for high-performance cars, this being the Road Speed or RS 3.

This has been developed as a result of racing experience, and amongst its outstanding features is its tread of ribbed pattern with specially angled knife cuts. The tyre gives improved directional control, a better grip on dry or wet roads, and lighter steering.

A stock of over 30,000 different spare parts and accessories is carried in the new Ford Parts Depot at Aveley, Essex, claimed to be the most modern spares depot in Europe. A premium is placed on speedy handling of the over 160 tons which are delivered each day from the Ford manufacturing centres and suppliers throughout the country.

As part of a general reorganisation of the Rootes Group the recent appointment of Mr. Geoffrey Rootes as Deputy Chairman and Managing Director of the manufacturing companies has been followed by the appointment of Mr. Brian Rootes as Managing Director of Rootes Ltd. Mr. Timothy Rootes is appointed director in charge of sales and service of the manufacturing companies, both as regards cars and commercial vehicles.

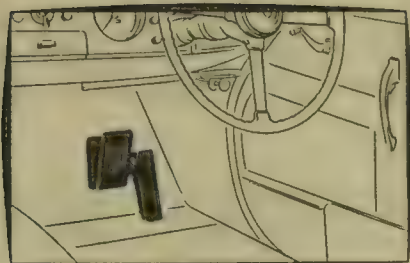
A new car radio and wing-type aerial have been introduced by S. Smith & Sons (Radiomobile) Ltd. The model 20X receiver and loudspeaker is priced at 20 gns. including purchase tax, and it is understood to be the smallest car radio set yet made.

To-morrow, September 2, the Italian Grand Prix takes place over 50 laps of the Monza circuit, a total distance of 500 kilometres, and it is of particular interest in view of the close rivalry for the World Drivers' Championship between Juan Fangio, of Argentina, and the two young British drivers, Peter Collins and Stirling Moss. The present position is that should Fangio be placed, he will retain the championship, but on the other hand should Peter Collins win and Fangio be unplaced, then the championship would pass to Collins.



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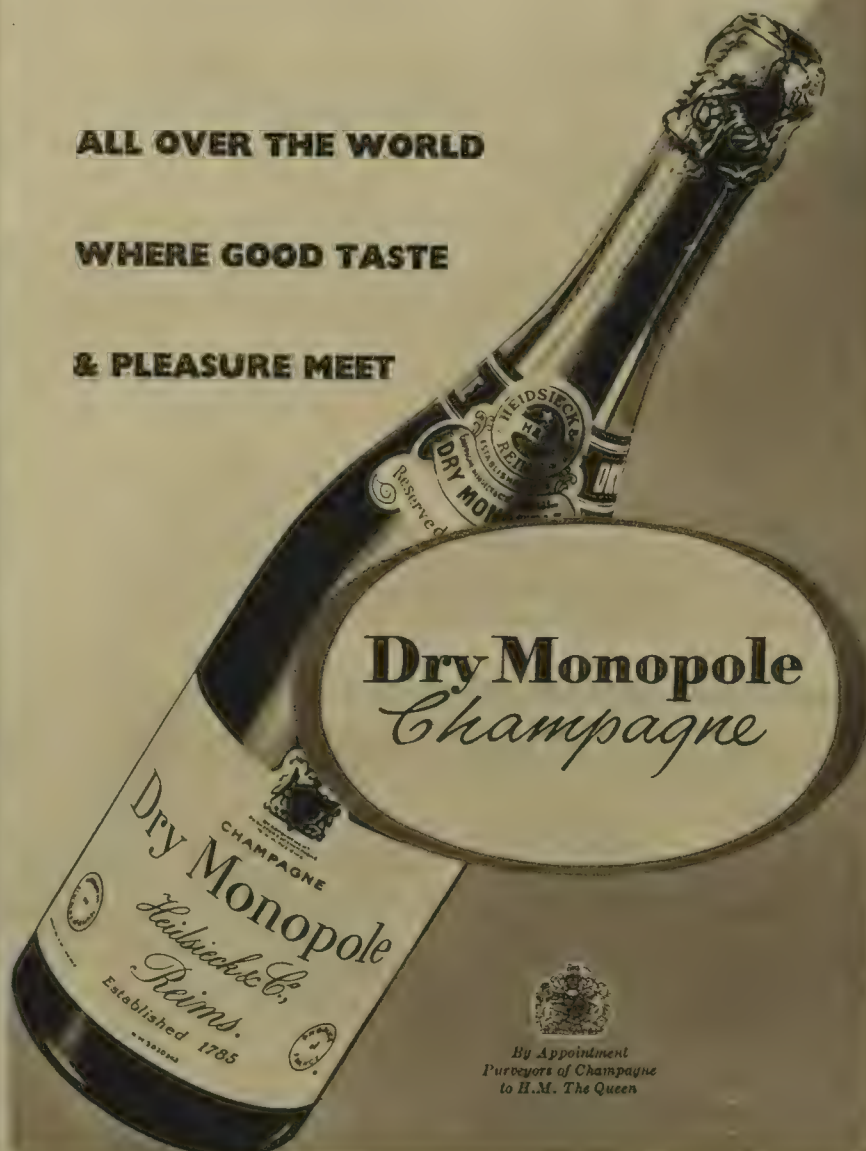
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# SEPTEMBER

## *The Hinge of the Year*

THE GOOD RESOLUTIONS which we make on New Year's Day prove sadly perishable. September would be a better month than January in which to make them. It is the hinge on which the whole year turns. On the farms the harvest ends, and from the schools and universities a fresh crop goes to the winnowers. It is a spacious month, in which processes overlap without competing and things do not jostle each other. The days are long, and the umpires on one side of the sports ground do not start thinking about the tea-interval when they hear the referee blow his whistle for half-time on the other. As the plough bites into the dun stubbles the tractor driver remembers the vanished stooks, and the slow, urgent, uncertain struggle to get them in, in rather the same comfortable way that a reader, beginning at his leisure a new chapter, remembers the painfully exciting end of the one before it. Leaves have not begun to fall upon the lawn, nor invitation cards to clutter up the mantelpiece. September is a time for readjustment if not for reorientation, for sorting things out if not for reforming them altogether. It is the month when our decisions to give up this or to take up that are least likely to end, unfulfilled, on the compost-heap of remorse; but it will be prudent to see that they are sensible decisions, free (for instance) from any undertakings regarding cold baths or going for a run before breakfast.



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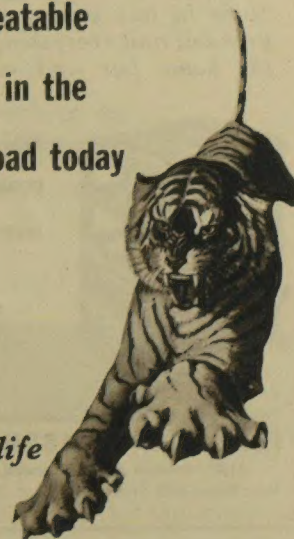


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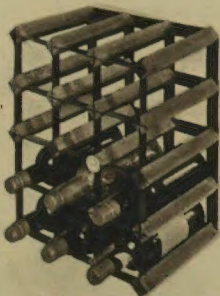


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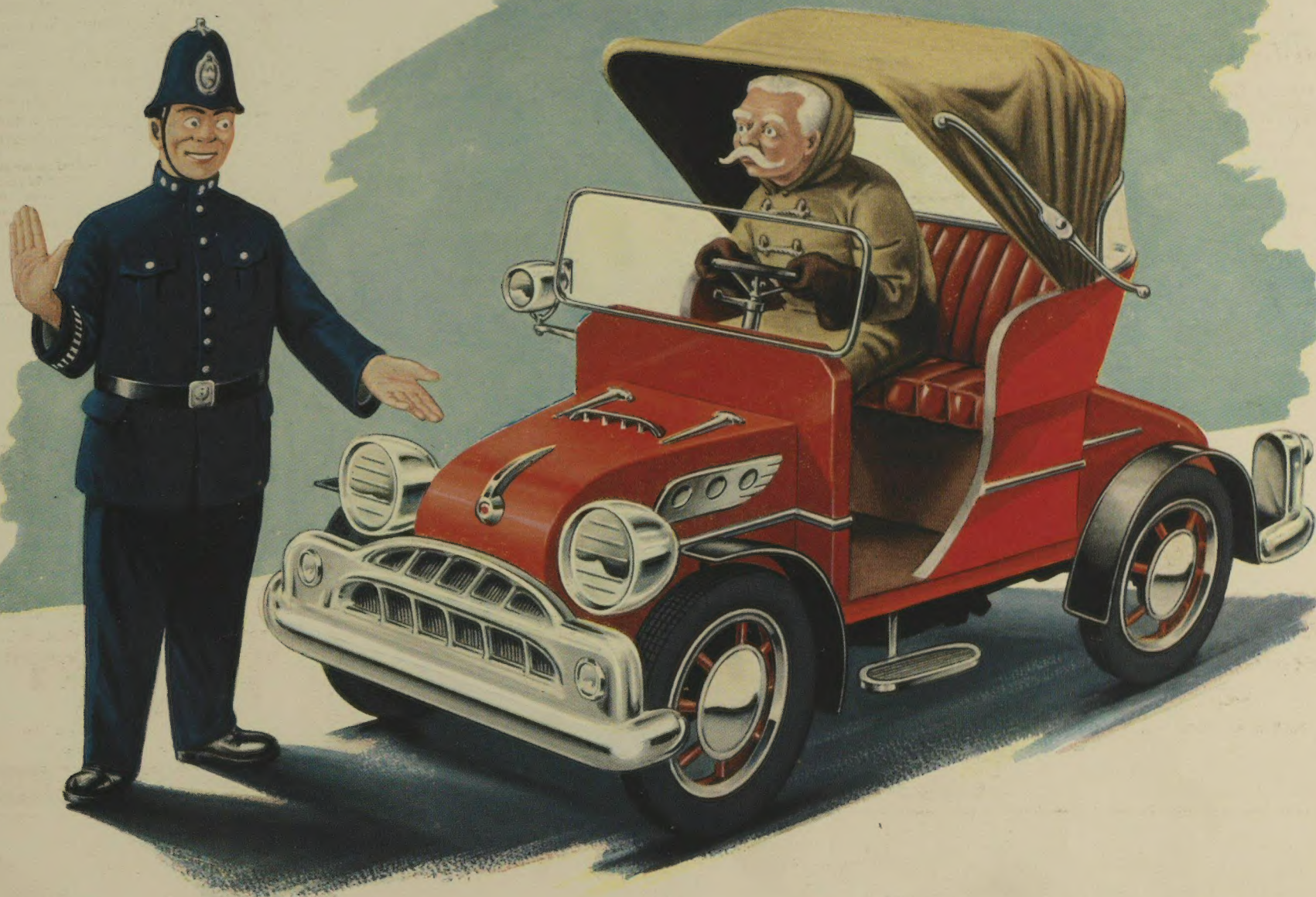
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